FEBRUARY 1, 1954

Bensenville Yard Today . . . p. 19

RAILWAY AGE NEWS ISSUE

The Standard Railroad WEEKLY for Almost a Century

IN THIS ISSUE

Traffic Decline a Stimulus to Service

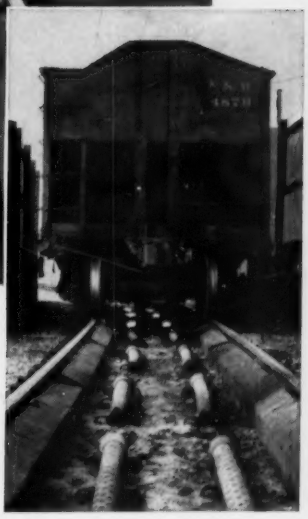
Questions and Answers

Both Ways on Two Tracks with C.T.C.

A Poser on Union Shop

Truckers Want Piggyback Ruling

At Norfolk and Western Railway Company's **Coal Loading Pier, Lamberts Point, Virginia . . .**



a Wrought Iron "HOT FOOT" keeps the hoppers hoppin'

Norfolk and Western engineers are great believers in finding new ways to do a job better and faster. Typical of this outlook is the installation of wrought iron car-thawing devices to melt coal loose from the bottom of hoppers when unloading them in extremely cold weather.

In this new application, 24 lengths of 4-inch wrought iron pipe are cut into small pieces. The top half of each pipe section is drilled with holes. When this operation is completed, oil-fired jets are inserted in one end of each section. These compact heating units are then installed in double rows between the rails at the thawing area leading to the unloading pier.

When the device is operating, heat from the jets shoots upward through the perforated area, and helps melt the ice formation that otherwise keeps coal frozen in the hopper and prevents prompt and efficient unloading operations.

Wrought iron pipe was selected for the job because of the material's proved ability to resist corrosion and withstand intense heat. This engineering technique is another example of the confidence engineers place in wrought iron.

If you would like more complete details on wrought iron car-thawers, write or call. Your request will be handled promptly.

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Every step from sheet steel purchase to finished wheel is under Fairbanks-Morse control and inspection. Every wheel is cold-formed in our own plant, on our own presses using our own modern dies . . . machined and finished to a design of simplicity and strength.

This control of quality is your assurance that F-M wheels are the sturdiest track car wheels on the rails today!

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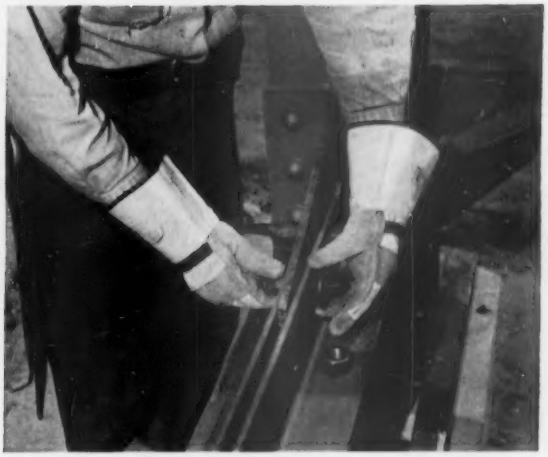
a name worth remembering when you want the best

RAIL CARS AND RAILROAD EQUIPMENT • DIESEL LOCOMOTIVES AND ENGINES • ELECTRICAL MACHINERY • PUMPS • SCALES • WATER SERVICE EQUIPMENT • HAMMER MILLS • MAGNETOS

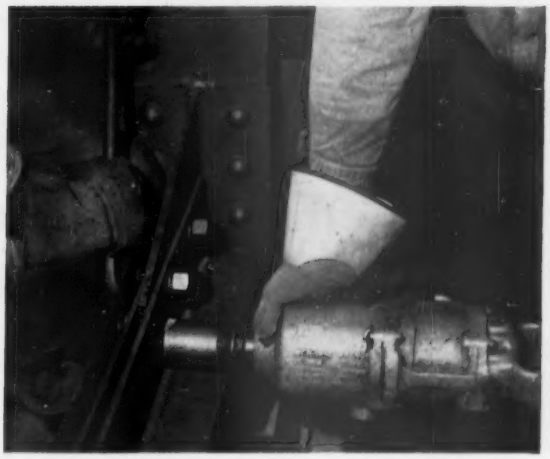
Here's the quick and easy way to join structural members

1 The holes are aligned, using one or more drift pins. Then the worker inserts the bolt, placing hardened washer under bolt head.

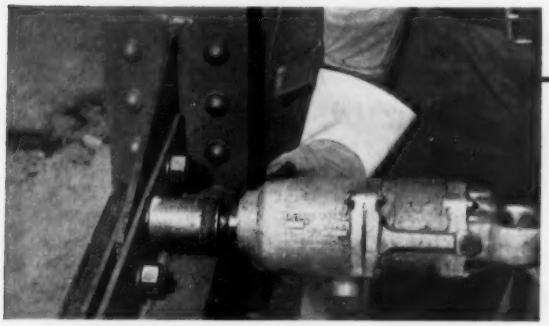


2 Head of bolt is held lightly with fingers as second hardened washer is slipped into place over threaded portion of the bolt.

3 Hexagonal nut is run up on the bolt. At each joint, the initial bolt is tightened sufficiently to keep holes in alignment. Then pins are replaced with bolts.



4 With bolt head held by hand wrench, nut is quickly torqued with pneumatic impact wrench. That's all there is to it! The whole operation takes less than the time to describe it. No wonder this time-saving way of erecting steel with high-strength bolts is growing more popular every day!



◀ *Alternative Method*—The Bethlehem High-Strength Bolt may also be installed by one man. With this method, the nut is first drawn up as far as possible with the hand wrench. Then the impact wrench is used alone.

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. *Export Distributor:* Bethlehem Steel Export Corporation

BETHLEHEM STEEL

BETHLEHEM HIGH-STRENGTH BOLTS

They removed a main track . . .
and its costs went with it!

CENTRALIZED TRAFFIC CONTROL provides maximum utilization of track, cars, and locomotives. Train movements are directed by wayside signals. All controlled from one location. C.T.C. can pay its way for you, too. Your inquiry will be most welcome. We'd like to help you cut operating expenses with C.T.C.

Here's what happened!*

1. 67 miles of double track equipped with automatic block changed to single track with C.T.C.

2. Rail on double track in most of the territory was due for renewal in 1950.

3. Renewal of rail on *one track instead of two* for a distance of 62 miles . . . and the installation of C.T.C. . . . saved $1,500,000.00.

** Factual data will be supplied upon request.*

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE PENNSYLVANIA

RAILWAY AGE

PUBLISHED WEEKLY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION AT ORANGE, CONN., AND ENTERED AS SECOND CLASS MATTER AT ORANGE, CONN. UNDER THE ACT OF MARCH 3, 1879. NAME REGISTERED IN U. S. PATENT OFFICE AND TRADE MARK OFFICE IN CANADA. EDITORIAL AND EXECUTIVE OFFICES AT 30 CHURCH STREET, NEW YORK 7, N. Y., AND 79 WEST MONROE STREET, CHICAGO 3, ILL. BRANCH OFFICES: 1081 NATIONAL PRESS BUILDING, WASHINGTON 4, D. C.—TERMINAL TOWER, CLEVELAND 13, OHIO—TERMINAL SALES BUILDING, PORTLAND 5, ORE.—1127 WILSHIRE BOULEVARD, LOS ANGELES 17, CAL.—244 CALIFORNIA STREET, SAN FRANCISCO 11, CAL.—2909 MAPLE AVENUE, DALLAS 4, TEX.

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Feb. 1, 1954 NEWS ISSUE Vol. 136, No. 5

Week at a Glance

Eighteen legislative recommendations — 17 of them repeated from prior years—are included in the I.C.C.'s latest annual report. 8

Who succeeds to union-shop rights held by a union defeated in a representation election? That question, says the National Mediation Board's annual report, is a "poser," which may require court determination. 10

A 19,271-car gain in the freight-car fleet of Class I railroads and their car-line affiliates has been reported for 1953 by the A.A.R.'s Car Service Division. 11

FORUM: The present decline in traffic, far from being a reason for apprehension, should be looked upon as an opportunity to improve service to shippers. 14

Have you discontinued yard checks? How do you train non-weighmasters who occasionally have to man scales? Can road-switchers be run in multiple with regular road diesels? Answers to these questions, reflecting different viewpoints, appear on page . . . 18

Completion of the Milwaukee's Bensenville yard promises to effect savings in time and money, and provide better service to shippers. 19

To minimize delays on sidings, the Missouri Pacific has completed a project of signaling both tracks in both directions in double-track C.T.C. territory. 23

BRIEFS

Faster westbound freight schedules were put into effect by the Western Pacific February 1. New timing for "California Freight Special" (symbol CFS) allows eastern connections to leave five hours later than previously at St. Louis and seven hours later at Kansas City. Arrival at Oakland and San Francisco remains the same

Current Statistics

Operating revenues, eleven months	
1953	$ 9,848,917,002
1952	9,646,522,076
Operating expenses, eleven months	
1953	$ 7,438,438,928
1952	7,341,809,527
Taxes, eleven months	
1953	$ 1,162,856,463
1952	1,164,820,228
Net railway operating income, eleven months	
1953	$ 1,031,517,291
1952	968,789,627
Net income, estimated, eleven months	
1953	$ 800,000,000
1952	717,000,000
Average price railroad stocks	
January 26, 1954	61.52
January 27, 1953	69.60
Carloadings revenue freight	
Three weeks, 1954	1,721,905
Three weeks, 1953	1,956,084
Average daily freight car surplus	
January 23, 1954	118,048
January 24, 1953	70,732
Average daily freight car shortage	
January 23, 1954	458
January 24, 1953	1,130
Freight cars delivered	
December 1953	4,456
December 1952	7,845
Freight cars on order	
January 1, 1954	29,950
January 1, 1953	80,296
Freight cars held for repairs	
December 1, 1953	97,679
December 1, 1952	96,085
Average number railroad employees	
Mid-December 1953	1,155,154
Mid-December 1952	1,222,730

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Week at a Glance CONTINUED

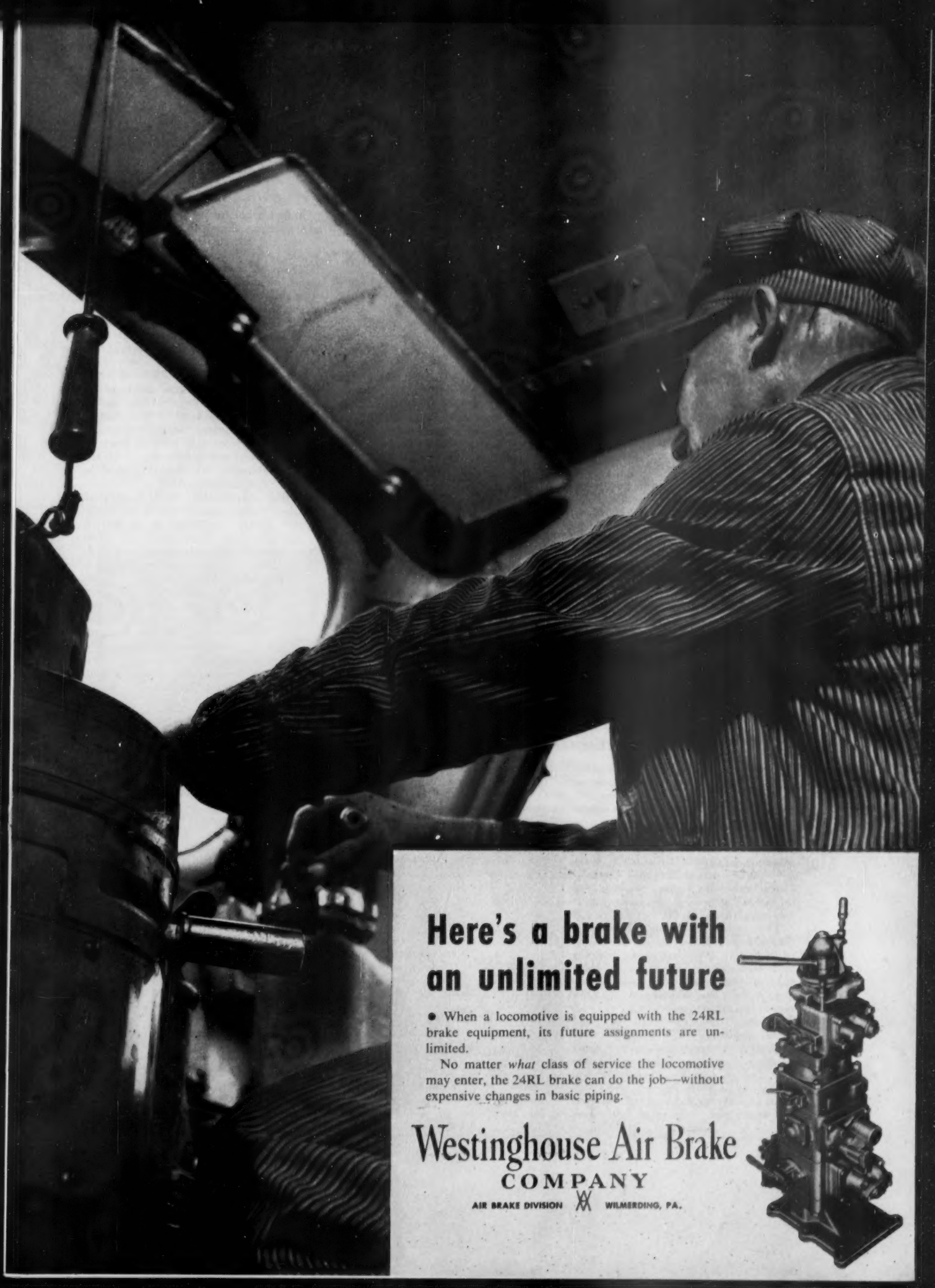
—late afternoon, fourth day. The schedules are handled by the MoPac and Burlington to the Rio Grande, which connects with the WP at Salt Lake City.

As a public service project, Railway Express agents throughout the country will now accept and process orders for shipment of CARE packages to foreign countries. A. L. Hammell, REA president, points out that the agency thus becomes the first national business to make its facilities available to the international welfare organization.

Justice R. L. Kellock, of the Supreme Court of Canada, has been named chairman of a conciliation board created by the Canadian government to settle demands of some 150,000 non-operating employees for "fringe" benefits which railroads say would cost them $60 million a year. Other board members are Marshall Porter, for the railways, and A. J. Wickens, for the employees. As sole arbitrator in an earlier "non-op" dispute—the one which led to a 10-day Dominion-wide strike in 1950—Justice Kellock's decision was heavily weighted in favor of the employees.

Round-trip coach fares between Cleveland and Cincinnati (New York Central) will be reduced from 3.3375 cents per mile to 2.25 cents a mile, effective February 15, in an experiment which is an outgrowth of the NYC-B&O test of reduced fares between Cincinnati and Detroit.

Those naughty railroads are at it again—trying to get a little traffic for themselves! Something called the Independent Military Air Transport Association, considering itself terribly abused by the railroads' efforts, is filing "briefs"—and press releases—all over Washington, and threatening "anti-trust" action. Let's see—the I.M.A.T.A. sounds as though it might just possibly represent those charter operators who carry on an irregular business in transport planes reportedly leased from the government for the absurdly low figure of $300 a month—and run them with gas purchased from the government at less-than-commercial rates.



Here's a brake with an unlimited future

• When a locomotive is equipped with the 24RL brake equipment, its future assignments are unlimited.

No matter *what* class of service the locomotive may enter, the 24RL brake can do the job—without expensive changes in basic piping.

Westinghouse Air Brake
COMPANY
AIR BRAKE DIVISION WILMERDING, PA.

Appliance Rules Have Own Adapter

Safety Bureau's Mills tells how provision of "N.O.I.B.N." type smoothed the way for keeping pace with car and locomotive developments

A device of the "not-otherwise-indexed-by-name" type, which is so useful to tariff makers, has also fitted the Interstate Commerce Commission's safety appliance rules with built-in adaptability to new rolling-stock.

This was pointed up in an address which the director of the commission's Bureau of Safety, S. N. Mills, made January 21 before the Southern and Southwestern Railway Club at Atlanta.

The Adapter—The commission's March 13, 1911, order, prescribing the appliance rules, included a still-effective provision of the "N.O.I.B.N." type which reads as follows: "Cars of construction not covered specifically in the foregoing sections . . . shall have, as nearly as possible, the same complement of handholds, sill-steps, ladders, hand-brakes, and running-boards as are required for cars of the nearest approximate type."

"In recent years," Director Mills said, "this paragraph has proved to be one of the most important provisions of the order. It has made possible, without delay and the formality of numerous proceedings before the commission, the development of applications of safety appliances to the various types of equipment which have come into service since the date of the original order and particularly during the past 15 or 20 years, such as diesel-electric locomotives, streamlined passenger-train cars and freight cars of special design for transporting certain commodities."

Meanwhile, Mr. Mills had traced the development of safety appliance legislation, expressing hope that his review and other things he had to say would promote "better understanding" of this legislation and his bureau's work of administering it. As to couplers, for example, he said developments of the past 40 or 50 years have resulted "chiefly from economic considerations and the necessity of keeping abreast of the progressively increasing demands imposed by longer trains, greater tonnage and higher speeds, rather than any requirements of law."

Air-Brake Rules—Mr. Mills also discussed the development of air brakes and commission requirements in connection therewith. There he noted that the commission did not issue its AB brake order until the Association of American Railroads' undertaking to get interchange cars so equipped had been under way 10 years. "The final completion date under present orders," Mr. Mills added, "is December 31, 1954, or more than 20 years after the original adoption of this type brake as standard."

Summing up, Mr. Mills asserted that "neither the law nor orders of the commission have required the use of anything that is new." All appliances which are required "were developed in railroad service and were in more or less general use before there was any requirement of law that they must be used," the director added.

His bureau, Mr. Mills continued, takes "great pride," which he thinks is "entirely justifiable" in the part it has played in "increasing the safety of railroad employment and travel." At the same time, however, he said:

"No safety device can equal a safe man. And safe men do not just happen. They are developed by instruction, training, supervision and example. . . . The best safety records have been obtained by those lines where there is a proper recognition and appreciation of safety principles and practices from top management down."

I.C.C.'S LEGISLATIVE RECOMMENDATIONS ARE REPEATERS

Eighteen legislative recommendations were included in the Interstate Commerce Commission's sixty-seventh annual report which went to Congress on January 27.

All but one were repeaters from previous annual reports, and the new proposal had been announced. It is a recommendation that the commission's car-service powers be extended to include express companies. *(Railway Age*, November 16, 1953, page 8.)

The repeaters recommend again that the commission be given emergency powers over equipment rentals; that car-spotting allowances to shippers be prohibited unless specifically approved by the commission; that the record-inspection provisions of section 20(6) be extended to make them applicable to "persons" who furnish locomotives (as well as cars) to the railroads; and that section 20a (2) (which requires commission approval of security issues) be broadened to embrace any contract covering the acquisition or lease of equipment "not to be fully performed within one year" of its date.

Also, that section 20a(12) be amended "to permit more extensive use of competitive bidding in the marketing of securities"; that section 20b (the so-called Mahaffie Act) be amended to add safeguarded arrangements under which controlled or controlling stockholders of a railroad undergoing voluntary reorganization would be permitted to vote on its revamp plan; and that the assent-solicitation and security-classification provisions of that same section be modified by "minor" amendments.

Other proposals were that the so-called radio-rules bill be enacted to give the commission authority over railroad installations of radio and other train-communication systems; that section 22 be amended to preclude filing by the government of complaints assailing rates granted by carriers to government agencies pursuant to that section; that provisions for revocation of water-carrier permits or certificates be added to Part III; that reparations provisions be applied to truckers and forwarders; that the commission be given the same emergency powers with respect to truckers and water carriers that it now has with respect to freight forwarders; and that the Transportation of Explosives Act be broadened to include radioactive materials and add contract and private carriers.

The five other recommendations would affect forwarders. They would end the exemption for forwarders of used household goods; give the commission authority to revoke the exemption of shipper associations which did not qualify as "bona fide"; require certificates of convenience and necessity as a prerequisite to entering the forwarder business; extend the commission's regulatory authority to consolidations, mergers, and acquisitions of control of forwarders; and liberalize section 411(c) which now prohibits carriers officers from having an interest in forwarders.

Diesels Handle 3/4 of Freight Load

Their fuel cost, on gross ton-mile basis, is but little more than half that of coal-burning steam locomotives

Diesel-electric locomotives handled 74 per cent of the gross ton-miles of freight service produced by Class I railroads in the first 10 months of last year. This compared with 64.9 per cent in the like 1952 period.

During the 1953 period, diesel-electric locomotives produced an average of 5,582 gross ton-miles per $1 of fuel expense. This was almost twice the production (2,803 g.t.m.) of coal-burning steam locomotives in service and more than twice the average of 2,460 g.t.m. produced by oil-burning steam locomotives.

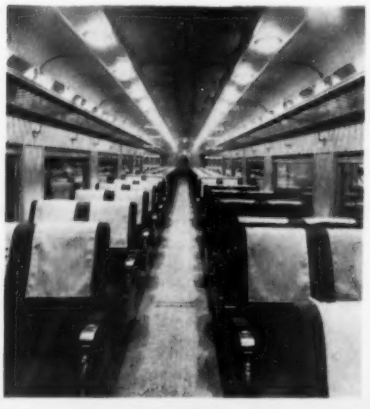
The relative situation for the first 10 months of 1952 was about the same. Meanwhile, electric locomotives produced in both periods an average of about 3,100 g.t.m. per $1 spent for electric current.

These figures were set out by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in its latest "Monthly Comment."

Coal's Share 19 Per Cent—The bureau's presentation also showed that the proportion of total freight service performed by coal-burning steam locomotives was down to 19.1 per cent in last year's first 10 months. These locomotives handled 26.1 per cent of g.t.m. in the like 1952 period.

Proportions handled by oil-burning steam locomotives were 5.1 per cent and 7.2 per cent, respectively. The electric locomotive's "share" was the same in both periods—1.8 per cent.

Cost figures showed that coal averaged $5.52 per net ton in the first 10 months of 1953—up 3.8 per cent from 1952. Meanwhile, diesel fuel was up only 1.1 per cent—from 9.8 cents to 9.91 cents per gallon. The cost of electric current, 1.088 cents per kilowatt hour in the 1953 period, was up 3.7 per cent, while fuel oil for oil-burning steam locomotives, at $1.66 per barrel, was down 6.7 per cent.



FIRST COACH (below)—of 218 ordered—was delivered recently to the Canadian National by the Canadian Car & Foundry Co. All the cars are to have roller-bearing-equipped four-wheel trucks with coil spring suspension. Exterior finish is green, gold and black, with a red maple leaf monogram. Interior (left) of the 80-passenger car has seats of the foam rubber, rotating type with adjustable, reclining backs. Heating is fully automatic and thermostatically controlled, and the electro-mechanical air conditioning is being use for the first time in CNR coaches.

Freight Car Loadings

Loadings of revenue freight in the week ended January 23 totaled 617,226 cars, the Association of American Railroads announced on January 28. This was a decrease of 2,645 cars, or 0.4 per cent, compared with the previous; a decrease of 80,289 cars, or 11.5 per cent, compared with the corresponding week last year; and a decrease of 110,789 cars, or 15.2 per cent, compared with the equivalent 1952 week.

Loading of revenue freight for the week ended January 16 totaled 619,871 cars; the summary for that week, compiled by the Car Service Division, A. A. R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, January 16

District	1954	1953	1952
Eastern	109,106	124,779	131,806
Allegheny	116,042	143,937	154,287
Pocahontas	45,218	51,792	62,730
Southern	117,091	129,893	140,145
Northwestern	70,129	77,918	79,655
Central Western	106,952	115,697	114,544
Southwestern	55,333	61,001	64,493
Total Western Districts	232,414	254,616	258,692
Total All Roads	619,871	705,017	747,660
Commodities:			
Grain and grain products	45,611	46,086	52,453
Livestock	9,220	9,163	8,720
Coal	121,336	134,919	163,576
Coke	10,190	15,030	16,625
Forest products	38,893	45,581	45,221
Ore	15,577	19,544	19,358
Merchandise l.c.l.	59,793	65,857	70,317
Miscellaneous	319,251	368,837	371,390
January 16	619,871	705,017	747,660
January 9	624,229	688,110	744,710
January 2	477,805	562,957	610,116
Cumulative total, three weeks	1,721,905	1,956,084	2,102,486

In Canada—Carloadings for the seven-day period ended January 7 totaled 51,104 cars, compared with 83,418 cars for the previous 10-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 7, 1954	51,104	21,819
January 7, 1953	55,865	24,288

Only 6% of Ties Remained Untreated at Close of '52

Ninety-four per cent of ties in maintained tracks of Class I line-haul railroads were treated by 1952.

This was noted in the latest "Monthly Comment" of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The bureau also gave 83.7 per cent as the comparable figure of 11 years earlier—as of the close of 1941.

Data presented on cost of treated ties laid in replacement showed that

average cost per tie in 1952 was $3.274. This was 149.5 per cent above the 1941 cost of $1.312 per tie. The 1951 cost was $2.987 per tie.

In 1952, Class I roads laid 29,517,000 treated ties in replacement, the total cost having been $96,640,000. The comparable 1941 figures were 41,461,000 ties and $54,401,000. In addition, there were 5.8 million untreated ties laid in replacement in 1941, compared with only about 815,000 in 1952.

Labor & Wages

Union Shop Pact Succession Is Poser

National Mediation Board leaves to "tribunal of competent jurisdiction" the question of how such an agreement is passed on when holder loses a representation election

How does a union winning a representation election under the Railway Labor Act succeed to a union-shop agreement which was held by the union it defeated?

That question was posed in the National Mediation Board's annual report to Congress. N.M.B.'s present policy does not supply the answer, and the board is not disposed to change that policy. It did, however, advise Congress that the question may have to be determined "by a tribunal of competent jurisdiction."

The subject was discussed by the board because the problem arose recently in a case involving air line employees who were represented by an organization holding a union-shop agreement. In a representation election that organization was defeated by another union.

No Deals Off—The board's comment included a quotation from its first annual report which announced this policy: "A change in representation does not alter or cancel any existing agreement made in behalf of the employees by their previous representatives. . . . If a change in the agreement is desired, the new representatives are required to give due notice" and proceed in accordance with provisions of the agreement or the Railway Labor Act.

"The board," the report said, "sees no reason to depart from the views quoted above in the case of a union shop agreement. It is possible, however, that the rights of the signatory organization and the successor by certification in a case of this kind will have to be determined by a tribunal of competent jurisdiction."

The report covered N.M.B. activities during the fiscal year ended June 30, 1953. Like its recent predecessors, it reflected the board's concern over the failure of parties to accept recommendations of emergency boards.

On Emergency Boards—"Means must be found," it said, "to focus attention on reports of Presidential emergency boards in such manner that they will afford the basis of settlements without further prolonged negotiations and threats of strike action, if not actual strikes. Otherwise, the role to be played by such boards in settlement of disputes in the transportation industry . . . will lose its vitality and value."

As to so-called grievance cases, which are under the jurisdiction of the National Railroad Adjustment Board, N.M.B. was "happy to report" that it was "meeting with considerable success" in its efforts to promote establishment of system boards of adjustment.

Twenty-six special boards of that kind were set up during the year under review, and they disposed of 3,250 cases. At the close of the fiscal year, 18 more special boards were working on 4,500 cases.

"The practice of referring large dockets of grievance cases to emergency boards has practically ceased," N.M.B. said.

NEW GRILL CARS were put in service January 11 on the Seaboard Air Line's "Palmland" between Jacksonville, Fla., and Hamlet, N.C. The cars were engineered at the road's shops in Portsmouth, Va., and have two major compartments, divided by an etched glass panel. One compartment has reclining chairs and the other the grill, which will accommodate 15 persons—eight at tables and seven at the counter. There also are bedroom-type quarters for the two-man crew. With spring schedules, the cars will operate between Jacksonville and Raleigh, N.C.

Operations

Per Diem Hearings Await Revised Norton Statement

Objections to the testimony of Henry K. Norton resulted on January 21 in suspension until March 9 of public hearings which the Interstate Commerce Commission is conducting on the per diem dispute between two groups of railroads.

Mr. Norton is president of the New York, Susquehanna & Western, a defendant in the case, which originated as a complaint (No. 31358) filed by a group of railroads against the Susquehanna and other roads which have refused to pay the current per diem rate of $2.40 for rental of foreign cars. Hearings are being conducted by Commissioner Knudson and Examiner Hosmer.

When Mr. Norton appeared in the witness chair, counsel for complainant roads objected to his statement, which had been distributed in advance. When Examiner Hosmer indicated a disposition to sustain the objections, because he wanted to keep the record free from "recriminations," Mr. Norton's counsel, Carl E. Newton, suggested that the ruling be withheld and the hearings recessed.

During the recess, Mr. Norton might find that he could make his presentation with a revised statement, Mr. Newton said. Thus the March 9 date was agreed upon with the understanding that Mr. Norton would have until February 23 to file a revised statement eliminating material objected to; to file a partially revised statement with answers to objections raised as to unrevised material; or to stand on the present statement and file answers to the objections.

Meanwhile, Lawrence Richardson made a presentation on behalf of the Rutland, one of the defendant roads, of which he was president prior to his February 1 retirement.

Much of Mr. Richardson's testimony related to car ownership costs, and he took exception to figures presented earlier by Dr. J. H. Parmelee, consulting economist and former vice-president of the Association of American Railroads. Also, Mr. Richardson relied on Rutland experience to support his contention that use of the present single per diem rate places a premium upon continuance in service of low-acquisition-cost equipment. He favored varying per diem rates, depending on age of cars.

Freight Fleet Gained 19,271 Cars in 1953

The freight-carrying fleet of the Class I railroads and their car-line affiliates gained 19,271 cars in 1953. This was the net result of placing 69,394 new cars in service while retiring 50,123.

These and other equipment data for the last year were included by Chairman A. H. Gass of the Car Service Division, A.A.R., in his latest review of "The National Transportation Situation."

Increased Adequacy — "The increased adequacy of the freight car fleet," Mr. Gass said, "is evidenced by the fact that during 1953 there was an average daily surplus of 43,490 cars as compared with an average daily shortage of only 2,321 cars. This is the smallest shortage reported in any of the past 10 years."

The C.S.D. chairman went on to point out that last year's repair programs had the effect of making the increase in serviceable ownership greater than total-ownership rise noted above. As compared with January 1953, he said, "there are now almost 21,000 more serviceable cars." The heavy-repair programs of 1953 averaged more than 32,000 cars per month.

Meanwhile, Mr. Gass had reported that, despite the large current surplus of box cars, there remained much demand for box cars suitable for high-class loading, those with wide doors, large cubical capacities, and 50-footers. Thus he urged shippers and carriers to continue sending cars home for upgrading and repairing.

Downgrading Easy — "Downgrading of equipment," Mr. Gass added, "should be avoided by selection of the proper class of car to handle the commodity to be loaded. A high grade box car loaded just once with a contaminating or downgrading commodity may remove this car from the 'high class' category where the supply is always tight and place it in the 'rough freight' category where there is usually a surplus.

"The selection of cars and compliance with Car Service Rules during this period of light loading may well influence the car supply in future months when demands again more nearly equal car supply."

1953 Detention. — The C.S.D. chairman reported that for the entire year of 1953, car detention was 16.65 per cent. This compared with 16.56 per cent in the preceding year.

During the month of December, average detention of freight cars over the free time of 48 hours was 17.4 per cent.

People in the News

General Yount Is Army's Chief of Transportation

Major General Paul F. Yount has become the Army's chief of transportation. The Senate on January 25 confirmed his assignment by President Eisenhower to that position and his promotion from the rank of brigadier general to the temporary rank of major general.

General Yount had been acting chief of transportation since Major General Frank A. Heileman retired several months ago.

Young and Kirby Request Seats on NYC Board

Robert R. Young, chairman of the Alleghany Corporation, has advised the New York Central that he and Allan P. Kirby, Alleghany president, have individually purchased a "substantial amount" of the railroad's stock and that they "desire to become members" of the Central's board of directors, according to a statement last week by William White, NYC president.

Mr. White's statement added: "The New York Central board meets regularly on the second Wednesday of each month, and the next meeting will be on February 10. Mr. Young has been advised that the question will be brought up at that meeting, but that the board may consider it premature to answer his request until such time as legal questions within the jurisdiction of the Interstate Commerce Commission have been resolved."

Messrs. Young and Kirby recently resigned as directors of the Chesapeake & Ohio, of which Mr. Young had been chairman (*Railway Age*, January 25, page 12). Simultaneously, Alleghany's holdings of 104,854 C&O common shares were sold to Cyrus S. Eaton, who was elected chairman of the railroad.

Law and Regulation

Truckers Ask I.C.C. Ruling On "Piggyback" Questions

A declaratory order covering three more aspects of "piggyback" operations has been requested fr. m the Interstate Commerce Commission in a petition filed by the Central States Motor Freight Bureau, representing about 800 midwest motor common carriers. The petition seeks to have three questions added to the 20 asked of the commission by the New Haven last September (*Railway Age*, October 12, 1953, page 34), and included in Docket 31375, dealing with movement of highway trailers by rail (*Railway Age*, January 18, page 8).

The petition calls attention to the fact that "certain railroads have instituted trailer-on-flat-car services for transportation of their own [railroad] traffic in interstate commerce without authorization from the commission under Part II of the Interstate Commerce Act." The petitioners say they believe performance of this service without a motor carrier certificate to be "illegal," and to "constitute a threat to the inherent advantages of the motor carriers which the commission, under a mandate from Congress, must protect."

The motor carriers are seeking definitive answers to these questions:

(1) "Does Section 213 (12) and (13) have the effect of making a motor vehicle the exclusive transportation tool of motor carriers to the extent that motor vehicles can be termed one of the motor carrier's inherent advantages as provided by the National Transportation Policy when such motor vehicle is used in any manner whatsoever by carriers subject to Part I of the act for line-haul transportation of interstate shipments beyond the limits of any given terminal area?

(2) "Is Section 202 (c) exemption applicable, where a motor vehicle is used by a carrier subject to Part I of the act to perform collection and/or

delivery within the terminal area and, without transfer of lading, the loaded motor vehicle is used as a shipping container loaded on a rail car in line-haul service beyond the terminal area?

(3) "Can a rail carrier transport its own freight in a motor vehicle owned or leased by said rail carrier loaded on flat cars for interstate transportation beyond the terminal area of any particular point without holding a motor carrier certificate under Part II of the act, authorizing motor carrier service between points which the rail carrier contemplates or is offering the motor vehicle on flat car service?"

(Apparently what the motor carriers want is a showdown on the question of whether or not a railroad can use a truck or semi-trailer in "piggyback" service for movement of rail-billed freight between terminal areas without a motor carrier certificate.—*Editor*)

Congress Gets Budget For 1955 Fiscal Year

The $11,500,000 proposed for the Interstate Commerce Commission in President Eisenhower's budget for the fiscal year ending June 30, 1955, compared with $11,284,000 appropriated for the commission for the current fiscal year. The budget, which went to Congress January 21, also proposed fiscal '55 funds for defense transport activities, the National Mediation Board, and for continuing federal expenditures on highways, waterways and air transport facilities.

As reported in *Railway Age* January 25, page 7, the $11.5 million was proposed for the I.C.C. without specific allocations for work of the commission's Bureaus of Safety and Locomotive Inspection. The $11.3 million which the commission has for the current fiscal year included specifically appropriated amounts for such activities — $974,500 for safety work and $709,500 for locomotive inspection.

Defense Transport — The proposed fiscal '55 appropriation for "defense transport activities" is $275,000, which compares with $425,000 made available for such activities during the current fiscal year. The $275,000, the budget explained, would be for carrying out functions delegated under the Defense Production Act of 1950 to the commissioner to whom the Bureau of Service reports. That is Commissioner James K. Knudson, who has thus been also the administrator of the Defense Transport Administration.

For the National Mediation Board and National Railroad Adjustment Board, the budget proposed $1,261,000, which compared with appropriations totaling $1,064,000 for the current fiscal year. In the latter connection, however, it was noted that a supplemental fiscal '54 appropriation of $107,000 would be sought.

The proposed fiscal '55 appropriation for the Bureau of Public Roads includes $555,000,000 for the federal-aid highway system. President Eisenhower's budget message said such an outlay would be the "highest in history." It would be $80,000,000 more than the $475,000,000 appropriated for the current fiscal year.

For St. Lawrence — Among proposed appropriations to be submitted later, the budget listed $105,000,000 to finance the proposed St. Lawrence Seaway Development Corporation which the Senate-approved bill, S. 2150, would set up as a federal agency to participate with Canada in construction of the proposed St. Lawrence seaway. Of the proposed seaway, the President's budget message had this to say:

"The total amount to be invested by the United States in the seaway is now estimated at $105 million, with first-year expenditures of $6 million. As I have previously indicated, not only would the seaway make a major contribution to national security, but over a period of years the tolls received by the United States from the prospective commercial use should permit the federal investment to be fully repaid. Joint participation with Canada in this undertaking will assure that all legitimate American interests are taken into account in construction and operation of this vital transportation link."

Railroad Retirement — For the first time, tax collections under the Railroad Retirement Tax Act and the appropriation of them to the Railroad Retirement Trust Fund were eliminated from the budget. This does not affect the budget surplus or deficit, the President's message explained, adding that:

"This change properly presents an item which has previously overstated both budget receipts and expenditures in an equal amount. Collection of employment taxes on the railroad industry is in effect collection for a trust fund and not for government operations. Their transfer to the trust fund should be made directly as a deduction from receipts and not shown as a budget expenditure."

Meanwhile, the budget shows estimated fiscal '55 collections under the Railroad Retirement Tax Act at $744,900,000. The estimate for the current fiscal year is $772,452,000. Out of this tax revenue, the Railroad Retirement Board obtains funds for its administrative expenses under the Railroad Retirement Act. The board will also have other funds for administration of the Railroad Unemployment Insurance Act, such funds coming out of taxes collected under that act.

SUPPLIER'S ADS TELL HOW RAILROADS BENEFIT INDUSTRY

In a new advertising campaign which begins this month, American Steel Foundries will point out to all U.S. industry the benefits devised from progressive railroading.

"Rather than follow the common practice of trying to establish that freight service has shortcomings curable with the company's products, A.S.F. will point to the record of railroad progress and achievement," E. A. Parker, advertising director, explained. "On the average only one sentence in the main copy of each ad will refer to A.S.F. products. The emphasis is on facts and figures proving the underlying theme of the entire series: 'How all industry benefits from progressive railroading,'" he continued.

Media selected for the ads includes Business Week and U.S. News & World Report, along with a number of trade magazines. Copies of the first four ads in the series were recently mailed in brochure form to a selected group of top railroad officers. In an accompanying letter Mr. Parker told them: "It's no secret that the acclaim railroads receive for 'things done' is often overshadowed by unfair criticism of shippers, politicians and others who want to air real or fancied grievances for personal motives. Even advertising programs of related industries have publicly criticized railroads for 'shortcomings' curable, of course, by the use of the company's products.

"Despite this discordant chorus, railroads have set an enviable record of progress as marked by improved service, modernization of equipment and quick adoption of newer and more efficient techniques. The story of this progress is told well by the railroads. But because it is the industry itself speaking, believability suffers. What is needed, we believe, is the telling of the story by an informed, but less partial source, such as a supplier with a knowledge and understanding of railroad problems. That, in a nutshell, is the impetus for our new national advertising campaign."

Rates & Fares

Drought Rates Cut Charges By Over $12.5 Million

Drought-relief rates granted by railroads last year reduced transportation charges on the feed and hay involved by more than $12½ million.

This was shown by a letter, commending the railroads, which Secretary of Agriculture Benson wrote to President William T. Faricy of the Association of American Railroads. His department's analysis, the secretary said, indicates that reductions on livestock feed shipments amounted to approximately $5,779,700, and on hay shipments to about $6,750,000.

Supply Trade

Alco Establishes Diesel Rebuild and Repair Service

A locomotive rebuild service, established to rebuild and repair entire diesel units and their component parts, has been announced by the American Locomotive Company. The new service is designed to assist all railroads "to maintain and improve the high utilization standards inherent in the diesel locomotive," and "to keep locomotive repair costs at the lowest level possible without costly capital expenditure for major repair facilities." Alco will utilize a portion of the diesel locomotive production facilities at its Schenectady, N.Y., plant for the rebuild service.

Company executives point out that many of the Alco diesels in operation, particularly those built during and before World War II, have reached a service age which justifies rebuilding or modernization to latest designs. They add that constant improvement in design and production of locomotives has made it possible for railroads not only to extend the service of older diesels, but to better their savings through modernization.

The new service is available immediately, and includes repair of wrecked or damaged diesels.

Frank V. Harshbarger has been named sales engineer of **Union Switch & Signal division** of **Westinghouse Air Brake Company,** at Chicago. He was previously in the engineering department at Swissvale, Pa.

Edmund J. Fitzmaurice, Jr., supervisor of railway and motive power sales of **Electric Storage Battery Company,** has been appointed sales engineering and advertising manager of the industrial division.

Robert A. Stoddart, assistant comptroller of the **Electro-Motive division** of **General Motors Corporation,** has been advanced to the newly created position of director of branch operations at La Grange, Ill.

The **Westinghouse Air Brake International Company** has been formed to expand **Westinghouse Air Brake Company's** product line overseas, with **George P. Gregory, Jr.,** New York exporter, as president. Business of foreign subsidiaries and affiliates of Westinghouse Air Brake are not included in the new company.

Arthur F. Ratzer, executive assistant to president, **Pyrene Manufacturing Company,** has been named vice-president. **Maynard A. Laswell,** vice-president and founder of **C-O-Two Fire Equipment Company,** has also been made vice-president, sales, of Pyrene, with which C-O-Two became affiliated in 1933. With Mr. Laswell as vice-president of both companies, sales, advertising and merchandising for all products will be unified.

A. ELLIS JONES, railroad sales engineer for Bendix Radio Communications division of Bendix Aviation Corporation, who has been appointed railroad sales manager, succeeding W. L. Cunningham, resigned.

Latham E. Osborne has been appointed executive vice-president of **Westinghouse Electric Corporation** at Pittsburgh. He was formerly executive vice-president — defense products.

Herbert G. Mastin, assistant vice-president, eastern railroad division, **Dearborn Chemical Company,** has been placed on semi-retirement status at his own request, due to illness, but will continue to represent the company in New England territory. **Richard C. Newth,** special engineer, eastern railroad division, has been promoted to supervisor, sales and service, for that division. **A. D. Nicolay** has been appointed manager sales and service of the western railroad cleaner department, at Omaha. He was formerly technical service representative for another cleaner manufacturer.

W. E. Hendricks, assistant to general sales manager, **LeTourneau-Westinghouse Company,** has been named domestic sales manager, succeeding **H. R. Powers,** resigned.

The **Griswold Signal Company** has opened a new office in the Peoples Gas building, 122 S. Michigan avenue, Chicago. **Thomas W. Tizzard,** signal engineer of the Burlington, has been appointed resident manager there, and **Stanley E. Noble** becomes company representative. Mr. Noble succeeds **O. Scott Tomkins,** who has retired.

OBITUARY

Emerson P. Crane, 70, manager of the inspection and testing department of General Railway Signal Company, died January 18, at Rocky Mount, N.C., while on a trip to Florida.

Organizations

Transportation Association Picks Nine New Directors

Three top railway officers were among nine new directors elected by the Transportation Association of America at its annual meeting in Chicago January 20.

Wayne A. Johnston, president of the Illinois Central; H. E. Simpson, president of the Baltimore & Ohio; and James M. Symes, executive vice-president of the Pennsylvania, will each serve for three-year terms. Those elected from other fields include: Kenneth L. Vore, general traffic manager, Westinghouse Electric Corporation; Jennings Randolph, assistant to president, Capital Air Lines; Neil J. Curry, president, California Cartage Company, president of the Western Highway Institute, and vice-president of American Trucking Associations; J. B. Cole, president, Jack Cole Company, and president of A.T.A.; Lewis O. Barrows, secretary and director, Liberty Mutual Insurance Company; and Alvin M. Thomas, acting director of traffic, General Mills, Inc. Mr. Thomas will serve only until January 1955 to complete the term of Earl B. Smith, currently on leave from General Mills to serve as director of transportation and communications in the Department of Defense.

Donald K. David, dean of Harvard University's Graduate School of Business Administration, was guest speaker at the annual luncheon.

The 47th annual dinner of the **Traffic Club of Chicago** will be held February 11 at the Palmer House.

The next regular dinner meeting of the **Mississippi Valley Maintenance of Way Club** is scheduled for 6:30 p. m., February 8, at the Hotel De Soto, St. Louis. The speaker will be A. K. Atkinson, president of the Wabash. In addition, the A.A.R. film, "225,000-Mile Proving Ground," will be shown.

The **Women's Traffic Club of New York** will hold a "Railroad Night" meeting at the Park Sheraton Hotel February 9; the speaker will be R. L. Milbourne, assistant to general freight traffic manager, New York Central.

The 26th annual dinner of the **Cincinnati Traffic Club** will be held February 9 at the Netherland Plaza Hotel.

The 40th annual dinner of the **Traffic & Transportation Club of Pittsburgh** has been scheduled for February 25, at the William Penn Hotel. It will be held in honor of the president of the club, William C. Guffey, traffic manager of United Engineering & Foundry Co.

Traffic Decline—Reason for Gloom, or Opportunity?

The moderate but distinctly painful decline which has occurred in railroad traffic appears to have had considerably different effects on different railroad people. The effect on some of them has been to make them gloomy and apprehensive. Others, on the contrary, seem to have been stimulated to greater efforts to attack some of the basic difficulties which have been depriving the railroads in recent years of the ratio of the nation's total traffic for which railroad movement is economically best suited. An example of the second kind of reaction was given in a recent statement by President Wayne Johnston of the Illinois Central, whom we quoted briefly in our last week's issue. A still further example of this kind of response was afforded in the talk given by Lackawanna's President Perry Shoemaker to the Mid-West Shippers Advisory Board on January 21. Among other things, Mr. Shoemaker said:

"I believe that our determination to improve service will develop a railroad pattern of dependable movement which has never been approached. Improved service will be supported by a rate structure more nearly adapted to the economics of railroad transportation. In the not-distant future I believe the railroad industry will provide, on some basis, pick-up and delivery of carload freight.

"Each year since 1946, the railroad proportion of intercity freight ton-miles has steadily, even though slightly, declined. Our year-by-year increase in population, with its demands for service by private and public transportation, has witnessed the railroad industry, ratio-wise, losing traffic in serious volume to other forms of transportation. By recognizing and using the inherent capacity of the railroad plant and by reappraising our service, the opportunity is before us to reverse that trend."

Which attitude is in better accord with the facts — the one which sees traffic decline as a cause for apprehension, or the one which seizes upon it as a stimulus to improved service and traffic-building pricing?

It is this paper's conviction that the second attitude is the only one which conforms to reality. Regardless of the decline which has occurred in general business activity, there are too many glaring instances of traffic moving by agencies other than rail — where the railroads have at least potential economic superiority — for anybody to contend that aggressive action by the railroads would not considerably improve their traffic position. It is true that regulatory obstacles could delay the railroads in using their economic advantages to claim all the traffic to which they are entitled. But, in the long run — and if the full facts are made generally known — who is there who is going to force the American people to pay a lot more for their transportation than there is any need of their paying?

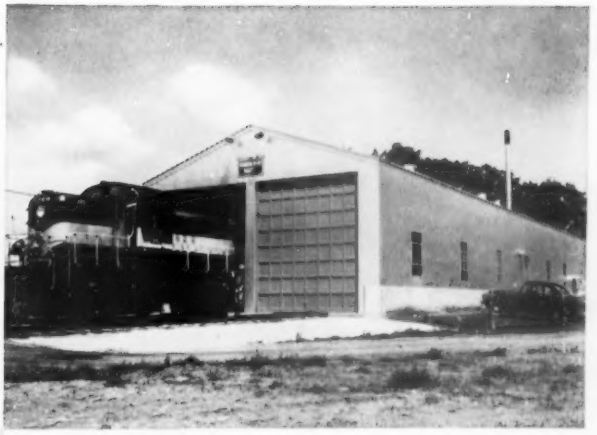
It is reasonable, therefore, to be fundamentally pessimistic about the outlook for the railroads only as regards the transportation jobs for which the railroads have lost their economic superiority, and from which they should withdraw.

Pessimism about anything else as far as the railroads are concerned is nothing more than the belief that human inertia and habit are a more powerful force than the human desire to get more by paying less. Previous experience of economic progress in this country strongly supports the conclusion that the American people are bright enough to embrace a bargain, whenever the fact that what they are being offered is actually a bargain is fully established. Prompt and dependable service — plus a price advantage in using rail service wherever the actual cost advantage also lies with the railroads — ought to put the railroads in a firm position to grow, once more, as the country grows. Any other belief than that is, in this paper's opinion, a pessimism which is unwarranted by experience.

Obstacles to Quality Service Are Gone

A fact inadequately realized by those who take a gloomy view of the railroads' future is that for more than a decade — and until quite recently — the railroads were getting more traffic to handle than they were equipped to handle as promptly as shippers required. First things have to come first, and it is difficult to be aggressively seeking more traffic from customers whose existing business isn't being handled to their satisfaction. The moderate decline in traffic has now, certainly, removed all obstacles which have heretofore existed to curtail the quality of railroad service. With quality of service now able to be fully restored, and with a plentiful margin of cost advantage to work from in their pricing for the bulk of the nation's transportation requirements, what basic reason can be found for gloom over the future of the railroads?

These Buildings and Motors



have something in common

Think how simple it is to specify an electric motor to meet your specific needs. You can do the same thing with Armco Steel Buildings.

From a large warehouse or machine shop to a small utility building you select exactly what you need and you can specify one or a hundred with full assurance that they will be identical in construction, strength, durability and economy.

Armco Steel Buildings are available in a wide range of sizes with almost complete freedom in the placement of doors and windows. If desirable they can easily be rearranged, extended or moved to a new site. Sound engineering and precision manufacturing assure weather tightness, strength and durability. All-steel construction means utmost fire-resistance. Erection is easily and quickly done with your own crews.

Why not put these time- and money-saving advantages to work for you by specifying Armco Steel Buildings on that next job. Armco Drainage & Metal Products, Inc., 1083 Curtis Street, Middletown, Ohio.

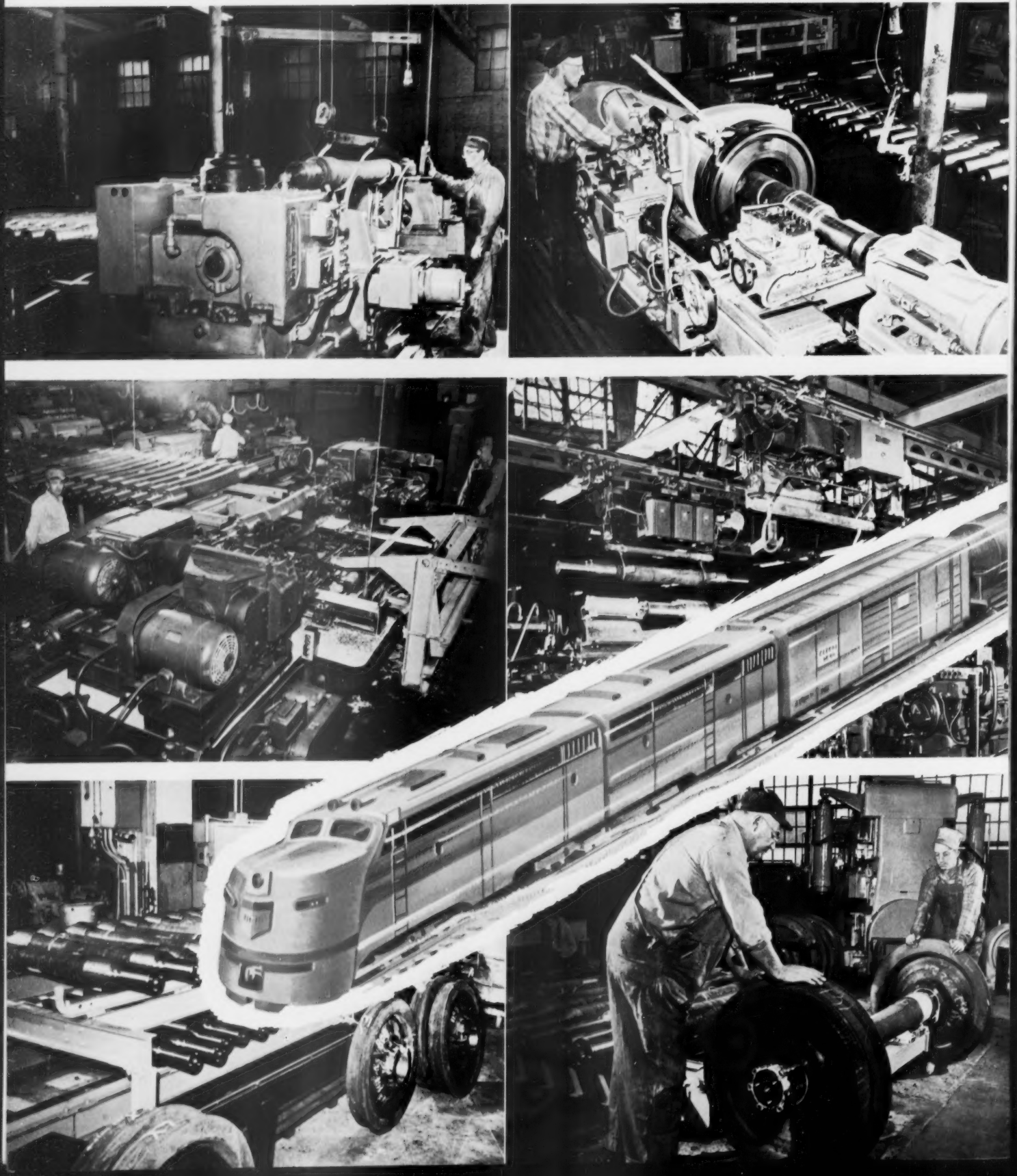
SUBSIDIARY OF ARMCO STEEL CORPORATION

ARMCO STEEL BUILDINGS

ARMCO

Corrugated Metal Pipe and Pipe-Arch ★ Subdrainage Pipe
Retaining Walls ★ MULTI-PLATE Structures ★ Sheeting
Tunnel Liner ★ Pipe Piling and Pile Shells

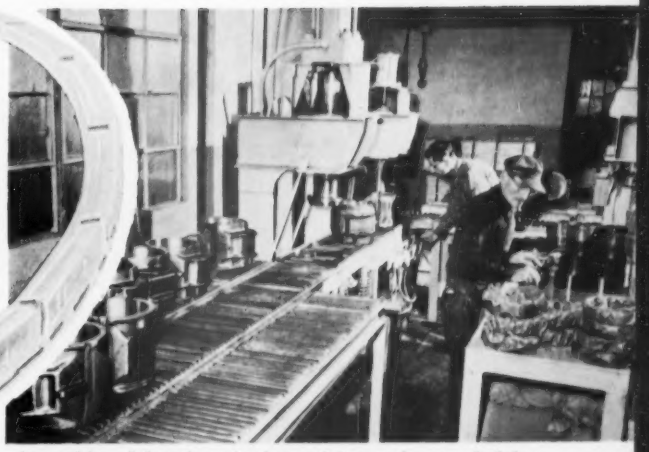
Making FAST FREIGHTS



...FASTER

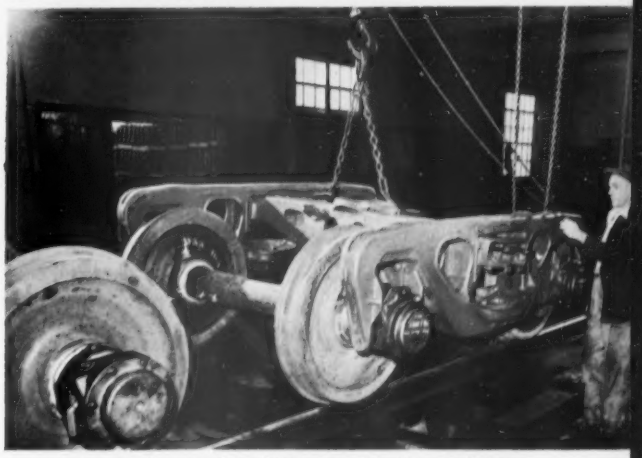
a,C,f, FIRST with new assembly line technique for installing roller bearings on freight cars!

Cuts costs! Saves time!



Assembly of bearings in journal boxes is speeded by specially designed equipment.

Mounting of bearings on axle including the controlled application of the proper amount of grease.



Completed truck assembly; ACF assembly line technique permits unit production speed never before attained.

THIS is the latest development in a,C,f,'s continuing program to meet the constantly changing needs of America's Railroads.

The modern equipment shown here was installed to meet the current trend toward high revenue producing roller bearing freight trains.

With the development of assembly line techniques . . . specialized manufacturing equipment . . . engineering advances and in many other ways a,C,f, is able to turn out a better product in less time. Everyone benefits! Get the complete details before you buy. See your nearby a,C,f, Representative today. American Car and Foundry Company · New York · Chicago · St. Louis · Philadelphia · Washington · Cleveland · San Francisco

a,C,f,

CAR BUILDERS TO AMERICA'S RAILROADS

Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

Many track scales are not regularly manned by a weighmaster, so occasionally train crews have to do weighing. What sort of training is given employees who are required to do this work?

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Different systems are used.

(1) During periods when a weighmaster is not on duty at a track scale, cars are weighed by a properly qualified trainman, who has been instructed by the trainmaster or assistant trainmaster at appropriate intervals, so as to insure that the weighing is performed correctly.—*A. F. McIntyre, chief freight transportation, Pennsylvania.*

(2) I have made a thorough survey of our railroad, and find there are no points at which train crews are required to do weighing. At principal terminals the weighing is done by yardmasters and yard clerks, all sworn weighmasters under weighmaster's oath. At outlying terminals or other larger points where we have track scales, this weighing is done by clerical weighmasters who have been "sworn in" and have taken the oath.

At some large industries, which have their own track scales, weighing is done by their employees, who usually are certified weighmasters. Weighing on the eastern district of our railroad is under supervision of the Western Weighing & Inspection Bureau, and on the western district is supervised by the Trans-Continental Freight Bureau's weighing and inspection department. These bureaus have inspectors who instruct weighmasters. Necessary rules and instructions are posted in all scale houses covering reporting of weights and care of track scales.—*A. W. Campbell, general superintendent transportation, Great Northern.*

A reader suggests that, because of high labor costs, some roads have greatly curtailed or perhaps entirely discontinued yard checks, leaving the finding of delays to cars a matter of chance. Do you regularly get a check of your principal yards for the purpose of locating delayed loaded or empty cars?

•

Yes. Yard checks are valuable.

(1) Our railroad is a very compact operation, with a large number of cars being moved short distances. Operating officers at a central location get daily reports from all yards, which reports include cars on hand. We have not discontinued our regular yard checks. In addition to the regular checks, there must be a follow-up to see that delayed cars are moved after they are located. With per diem at $2.40 and the present competition for business, we feel yard checks are not only worthwhile but necessary.—*B. R. Gould, general manager, Union.*

(2) No reduction has been made on this road with respect to checks in principal yards for locating delayed loaded or empty cars. Our form 920, daily yard check, is prepared each weekday between 4 and 7 a.m. It shows all cars on hand at stations, whether loaded or empty, giving location track and date of arrival or other markings. Upon receipt of completed load check by yard checkers a designated supervisory clerk is detailed to examine same for delays and wrong markings.—*P. H. Fox, chief of transportation, Canadian National.*

Is it possible to operate diesel road-switcher units safely in multiple with regular diesel road units?

•

Yes. If road-switchers are properly equipped.

(1) It is possible to operate road-switchers safely in this manner. The road-switcher, of course, must be equipped for MU operation. If brake equipment on both road-switcher and road unit is 24 RL, the brakes will operate as on any other MU road diesel. However, if one unit has 6 DS brake equipment and is MU'd with a unit having 24 RL brake equipment, the trailing unit (whichever it happens to be) will have brakes operating as a car only. Brakes on the trailing unit will operate from an automatic application or release of the lead unit, but an independent application or release on the lead unit will not effect brake operation on the trailing unit.—*A. W. St. Clair, general manager, Southern, Charlotte, N. C.*

(2) With certain necessary changes in the system of air-brake piping on our road freight units so road-switcher brakes will respond properly to the brake valve on the leading freight diesels, we are successfully operating road-switcher diesels in multiple with regular road units in various combinations.—*R. J. Stone, vice-president—operation, St. Louis-San Francisco.*

(3) Our road-switchers and box-cab type locomotives are not equipped to operate together in multiple units. On the Seaboard we have a booster unit, which is a conventional engine, which we couple up to regular road units and operate the locomotive in three or four units.—*C. I. Morton, superintendent, Seaboard Air Line, Raleigh, N. C.*

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly news issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.

MILWAUKEE'S NEW RETARDER-CLASSIFICATION YARD has 70 tracks fanning out from the switching lead into 11 groupings. The eastbound and westbound receiving yards are at the left (nearest to the main line), and the westbound departure yard lies between these and the classification yard. The dark horizontal line across lower part of picture is a road which connects the general yard office (left) with the highway. Underpass for road was built at crest of grade.

Bensenville Yard Today

Except for the construction of a new yardmaster's tower office to replace an existing structure at the east end and some clean-up work, the Milwaukee's new retarder-classification yard at Bensenville, Ill., is complete. Although the first car was pushed over the crest of the new gravity grade on July 27, 1953, the new yard at that time included only 47 classification tracks, as provided under Stages 1 and 2 of the $5.5-million project. Since that date, Stage 3 has been completed, resulting in a 70-track retarder-classification yard—the largest one built to date—which was placed in full operation on November 17, 1953.

The completion of this project means a great deal to the railroad and to its patrons, for the new facility will: Provide better service to shippers; save an average of 8 hours per car handled; effect substantial per diem savings; shorten close-up time for departing trains; permit establishing more through-block trains; result in reduced damage claims; and speed deliveries to connecting railroads. Though the yard has only been in service a short while, these benefits in part are already being realized.

The project involved the conversion of two flat-switching yards into a modern retarder-classification yard with automatic switching. The work originally was divided into four stages. Stages 1 and 2 were authorized for completion in 1953 at an expenditure of $3 million, and provided for 47 classification tracks of which 37 were used for classifying eastbound and southbound traffic and 10 for westbound. These tracks were formed into eight groupings of three to seven tracks each and were served

(Text continued on page 22. Photos next page.)

A detailed description of the operating and engineering aspects of the Milwaukee yards at Bensenville, Ill., was published in the July 13, 1953, *Railway Age*. That article was in the nature of a progress report and was accompanied by illustrations of construction stages. The present article brings the project up to date and shows how the yard and its component parts appear today.

Following a car through Bensenville yard.

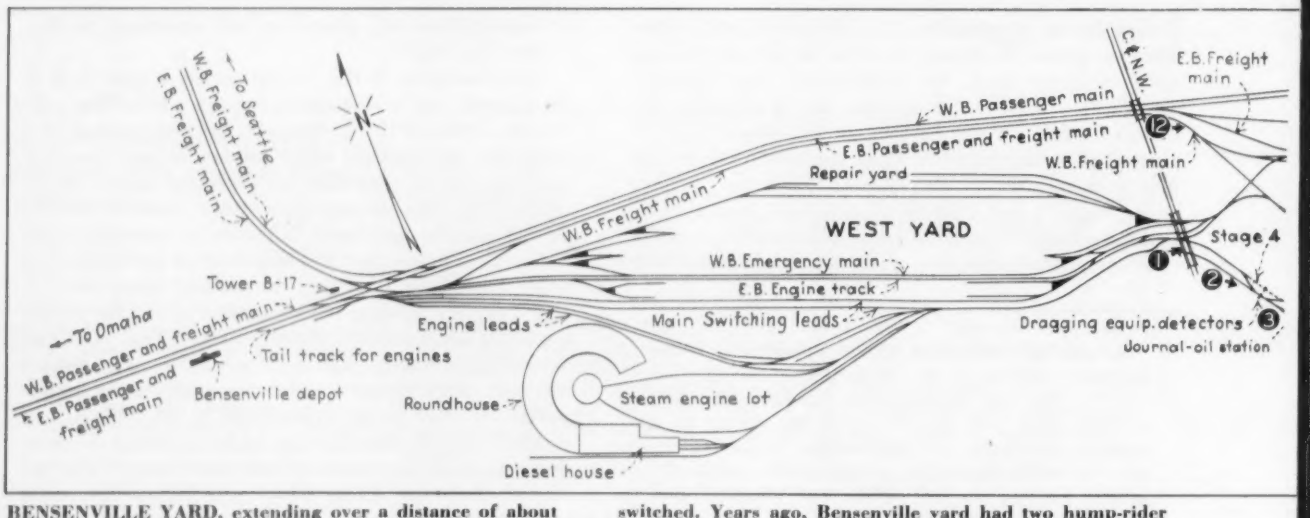
(Numbers on diagram indicate locations where photographs were taken)

1. APPROACH SIGNAL has both color-light and position-light aspects to control movements on two leads.

2. A STRING OF CARS has been pushed up the grade after passing over a dragging-equipment detector.

5. SWITCH FOREMAN, in lower level, uses the marked lists for setting up routes on switch-control machine.

6. PIN PULLER uncouples cars at direction of foreman and released cars start down toward retarders.

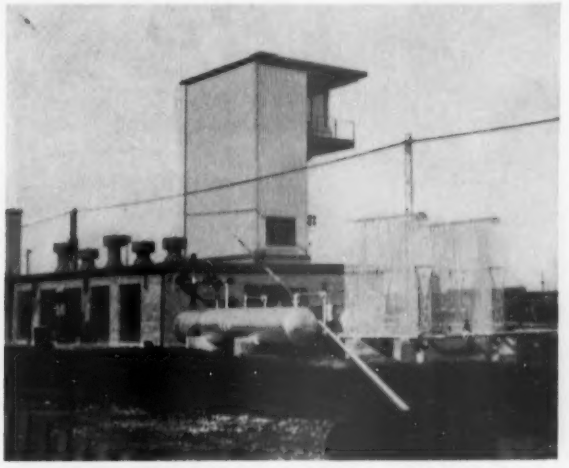


BENSENVILLE YARD, extending over a distance of about 3.5 miles, is the Milwaukee's easterly freight terminal where all its freight routed into or through Chicago is switched. Years ago, Bensenville yard had two hump-rider classification yards in addition to the receiving and storage yards, but hump-rider switching did not prove economical.

3. JOURNAL BOXES on both sides of all cars receive a small charge of oil as they are pushed up the grade.

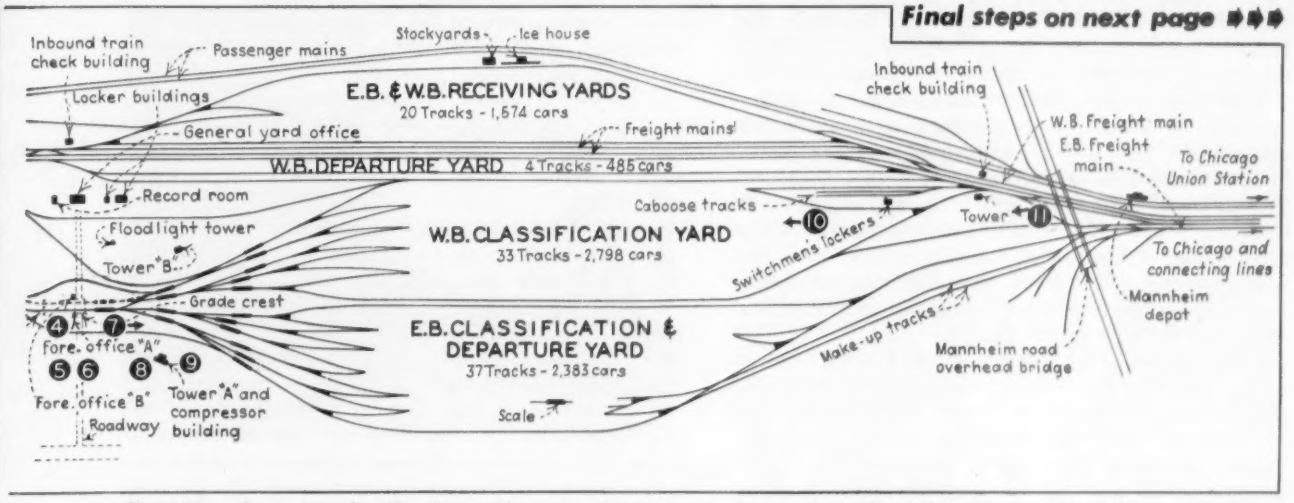
4. YARDMASTER in upper level of tower at the crest of the grade, marks up switch list for each cut.

7. ALL CARS switched must pass through three retarders which are operated from control towers.



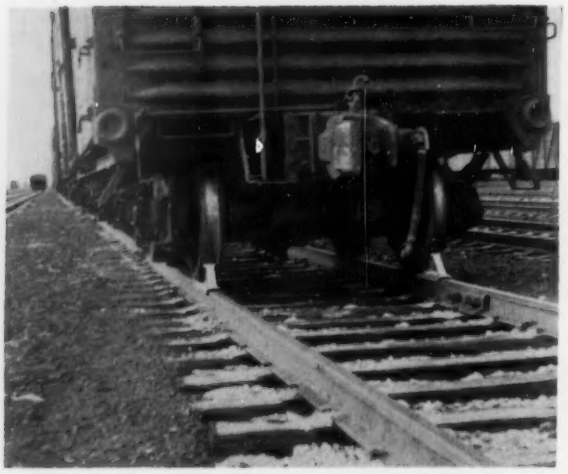
8. CONTROL TOWER "A," the key control point, contains apparatus for operating all retarders.

Final steps on next page ➧➧➧



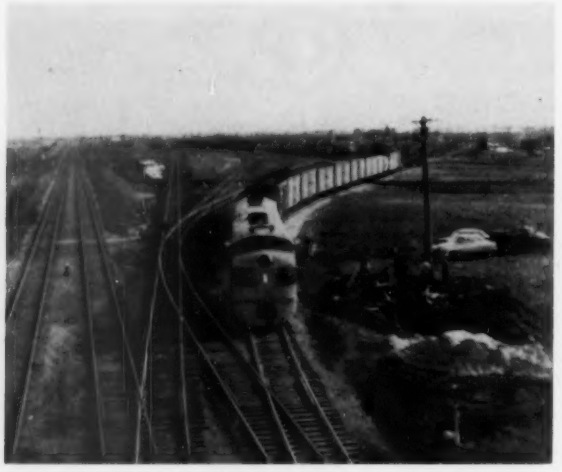
Therefore, these two classification yards were converted into flat-switching facilities. Because of insufficient switching-lead capacity and delay to traffic during peak hours, the railroad has now converted these yards into a modern retarder-classification yard, as described in *Railway Age* last July 13.

9. IN UPPER LEVEL of tower "A" the car-retarder operator controls speed of cars from his console.



10. SKATES placed on rails at other end of classification tracks prevent cars from going too far.

11. CLASSIFIED CARS are removed from this end of the classification tracks and are made up into trains.



12. DEPARTING TRAIN makes its way toward the main line where its movement will be under C.T.C. control.

by one master, three intermediate and eight group retarders. When these tracks were put into operation, the benefits made themselves felt immediately so Stage 3 of the project was authorized, also for completion in 1953.

With Stage 3 completed 70 classification tracks are available, of which 33 are operated as a westbound classification yard and 37 as an eastbound and southbound classification and departure yard (see diagram). The 70 tracks are formed into 11 groupings of 6 to 8 tracks each and are served by power-operated switches and 1 master, 4 intermediate and 11 group retarders. The power-operated switches are controlled and cut routes are set up by means of a control console in a foreman's office near the crest of the grade.

A high degree of flexibility is provided in the controls of the retarders. Two retarder-control towers were constructed, one, designated "A," south of the retarder layout, and the other, designated "B," on the north side. Tower "A" is the key control structure; the control machine in this tower may be used for operating all 16 retarders. However, when business is heavy enough, the operator may, by merely throwing a switch lever on his control machine, relinquish control of the northerly seven retarders serving the 33 tracks which form the westbound classification yard and transfer such control to another operator in Tower "B." Also, if he so desires, the operator in Tower "A" may relinquish control over the master retarder by another switch lever of his machine, transferring control over this unit to the switch-control machine in the foreman's office at the crest of the grade.

Stage 4 of the project provides for an additional switching lead over the crest, another master retarder, and a switch foreman's office at the crest. This stage has not yet been authorized but is projected in the event that future business requires it. When this stage has been completed, the westbound and the eastbound-southbound yards will be operated independently of each other, with the two switching leads being used simultaneously. In this event, retarder-control tower "A" and the foreman's office "A" will control all work in the eastbound-southbound yard, while retarder-control tower "B" and the foreman's office "B" will handle the westbound classification.

IN THIS DOUBLE-TRACK C.T.C. TERRITORY . . .

Both Tracks Signaled Both Ways

Missouri Pacific project includes double crossover layouts, spaced six to eight miles apart, and both tracks are signaled in both directions, so faster trains run around slower ones, minimizing delays on sidings

A FAST TRAIN can be diverted to the idle second main track to run around a slower train, or the slower train can be diverted to the second track while the faster one goes ahead. Average train speed has been increased by eliminating runaround moves and other delays.

To increase track capacity and improve the flexibility of train operations on two sections of double track, the Missouri Pacific has installed 38 miles of centralized traffic control on its Illinois division between Raddle, Ill., and Gale.

Years ago, no track circuit signaling was in service on this division. Switches at crossovers and sidings were operated by conventional hand-throw stands, and train movements were authorized by timetable and train orders, with right-hand running on double track.

In 1926, automatic block signals were installed on a 4.5-mi. stretch of single track between "AA" and "BB," approximately 90 miles south of East St. Louis. The switch at end of double track at "BB" and the switch entering a center siding between main tracks were controlled by a mechanical interlocking. The switch at "AA" was remotely controlled from the tower at "BB." In 1929, automatic block signals for right-hand running were installed on 8 miles of double track between East St. Louis (Valley Junction) and Bixby. In 1938, centralized

(Continued on page 26)

The advertisement at right is the first in a series currently running in national business magazines.

We sponsor it in the belief that such a series will help make industry more aware of the outstanding record of railroad progress and achievement.

AMERICAN STEEL FOUNDRIES

410 N. Michigan Ave., Chicago 11, Ill.

How all industry benefits from progressive railroading

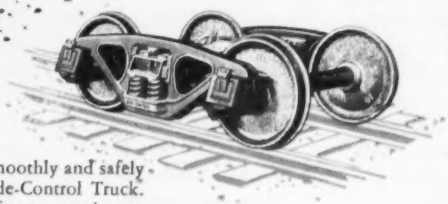
Today they're giving freight a safer, smoother ride . . .

In a persistent effort to make good service even better, railroads have turned the spotlight on the causes and cures of lading damage. Lest someone get the impression that freight shipments are risky, here are some facts about an unusual record of achievement.

First, the number of claims has gone steadily down; total in 1952 was 39% less than five years ago. In terms of dollars, current loss is *less than one-fiftieth of one cent for each mile a ton is carried.*

The irreducible minimum hasn't been reached yet, of course. Railroads are working with shippers on better loading methods. They're developing impact-free classification systems; investing in better cars that ride smoothly at high speeds. For example, the modern Ride-Control® Truck, developed by American Steel Foundries, rides up to *fifty times more smoothly* than the ordinary trucks of ten years ago!

But, over-all railroad progress is not traceable to any isolated development or to any single railroad. Continuous improvements, jointly made by railroads and suppliers alike, are making today's freight service better . . . and a bigger value than ever before.

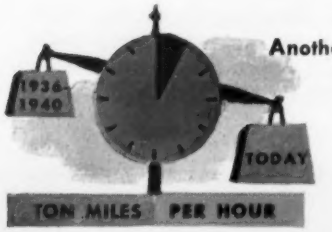


Freight is hauled smoothly and safely on the modern Ride-Control Truck. This truck was the first to permit passenger-train speeds for freight trains . . . *at freight train costs.*

American Steel Foundries

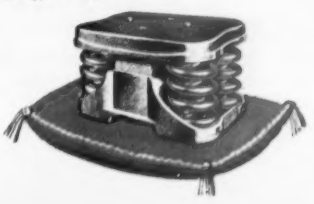
World's largest producers of railroad running gear

Executive Offices: Wrigley Building, Chicago 11



Another plus of modern railroading

Industry benefits from the efficiency of today's modern car pool. Average ton-miles hauled per train hour shot up 74% from the 1936-1940 period!



Mechanical principles of the Ride-Control Truck are now built into the "Ride-Control Package"—which economically makes older cars suitable for high speeds, unrestricted use.

. . . SIGNALED BOTH WAYS

(*Continued from page 23*)

traffic control was installed on 27.2 miles of single track and 2 miles of double track between Flinton and Raddle. In 1946, centralized traffic control was installed for train movements in both directions on each of the two main tracks between North Dupo and East St. Louis (Valley Junction), 4.3 miles. In 1950, automatic block signals for right-hand running were installed on 39 miles of double track between Bixby and Flinton. This left 37 miles south from Raddle to Gale, on which there was no signaling, train movements being authorized by time table and train orders.

Volume of Traffic

On this Illinois division the MP has six scheduled through red ball freight trains southbound daily, and five northbound. A local freight is operated each way daily, except Sunday. The St.LSW has three scheduled through red ball freights southbound daily, and two northbound, and a through passenger train each way daily. Extra trains are operated to haul coal and as second sections of scheduled trains, so that the total number of trains daily may range from 40 to 48 during seasons of normal traffic.

The preponderance of traffic is southbound out of East St. Louis between 11:50 a.m. and midnight, and northbound, toward East St. Louis, between 10 p.m. and noon. The passenger train leaves St. Louis at 9:02 p.m., and, northward, arrives in St. Louis at 7:10 a.m. Although the scheduled red ball freight trains for the same direction are timed for departure an hour or more apart, the spacing between trains of the same direction may vary as they proceed, and is further complicated by extra trains and the passenger trains. Therefore, the dispatcher in the past would encounter numerous situations in which long sections of one main track would be idle, while congestion and delay were occurring because not all of the trains on the other main track could be handled promptly.

Studies of train sheets showed that, in numerous instances, fast scheduled freight trains would overtake slower heavy-tonnage trains, such as coal trains, and both trains would be delayed in the process of getting the faster train around. It was decided to install a pair of crossovers at several locations about 6 to 8 miles apart, and to install C.T.C. control for these crossovers, in conjunction with signals to authorize train movements in both directions on each of the two main tracks. With this arrangement, effected in 1953, during the period each day when the preponderance of traffic is in one direction, a faster train can be diverted to the idle second main track to run around a slower train, or the slower train can be diverted to the second track, while the faster one goes ahead of it.

Average Train Speed Increased

In such instances both trains can keep moving at practically normal speed, rather than requiring one to lose 15 to 45 minutes entering, leaving and waiting on, a siding. Since this project was placed in service, states

NO. 20 EQUILATERAL TURNOUTS, permitting speeds of 50 m.p.h., are used where single leads to double track.

R. W. Parker, division superintendent, daily train-hours have been reduced, not only by the runaround moves, but also by eliminating numerous stops and delays because train moves are now authorized by signal indication.

The track-occupancy indication lamps on the control machine show the location of, and progress being made by, every train, so power switches and signals can be controlled to keep trains moving. A further important factor is that the signaling protection has improved safety of train operation, so maximum permissible speeds are to be increased from 50 m.p.h. to 55 m.p.h. for freight trains. This 5 m.p.h. increase is important on this division because grades and curvature are easy, so trains can consistently maintain maximum speed for long distances. Further time savings will thus be realized.

More Track Time for M/W Machines

A secondary benefit of the installation is increased utilization of expensive power track maintenance machines and crews. The new C.T.C. permits all trains to be handled on one track between two crossover layouts for an entire eight-hour period. This leaves the other track available for the exclusive use of the track maintenance machines. The saving is appreciable. In short, as expressed by Mr. Parker, everybody concerned is well pleased with the new C.T.C. between Raddle and Gale.

Tracks at Raddle, including the junction of single track from the north to double track to the south, were included in the C.T.C. which has been in service since 1938. In the 1953 project, the first layout of

This C.T.C. installation is on a part of the Missouri Pacific's low-grade Illinois division from East St. Louis southward along the east side of the Mississippi river to a bridge across the river at Thebes. Trains then use the St. Louis Southwestern to Dexter Jct., Mo., and Paragould, Ark., to connect with MP routes to Memphis, New Orleans, Little Rock, Texarkana and points in Texas. The MP uses this Illinois division for freight trains only. The road's passenger trains serving this region, and some merchandise freights, operate between St. Louis and Poplar Bluff, Ark., on the Iron Mountain line, which is shorter but has relatively heavy grades and curvature. The Cotton Belt operates its freight trains and one passenger train in each direction over the MP Illinois division between East St. Louis and Thebes. From the west end of the Thebes bridge the StLSW has its own line southwest through Pine Bluff and Paragould, to points in Texas.

The 117.5 miles of the Illinois division between East St. Louis (Valley Junction) and Gale is double track except for two single track sections. On 27 mi. of single track between Flinton and Raddle extensive line changes are underway to raise the tracks above high water. On 4.5 mi. of single track between AA Junction and BB Junction the railroad crosses the Big Muddy river on a single-track bridge, which is being raised in connection with government levee projects.

two crossovers between main tracks is at "JA." 5 miles south of Raddle.

At Gorham, 5 miles south of "JA," a branch of the Illinois Central crosses the MP. This crossing was previously protected by an automatic interlocking. In the new C.T.C. system, the interlocking home signals on both roads normally indicate Stop. When an IC train approaches, the home signal for this train will clear. However, when a train approaches on the MP, its home signal will not clear until the operator of the C.T.C. control machine sends out a control to clear it. The advantage of lever control for the MP signals is that these signals can be used to hold trains if necessary. This layout at Gorham also includes C.T.C. controlled power switch machines on the MP crossover and the switches at both ends of an MP siding. Gorham is also a junction of the East-west subdivision, which serves coal fields in the territory.

All this new C.T.C. from Raddle south to Gale is controlled from an office at Chester, new machine sections having been added to the machine controlling the C.T.C. between Flinton and Raddle, which was installed in 1938. Where double track connects with single-track segments, power switches and C.T.C. signals were installed.

Signals and Signal Aspects

Between the power switch layouts, intermediate signals are spaced approximately 2 miles apart as necessary to make the automatic blocks about the same length. These signals serve also as approach signals for the home signals at the crossovers and ends of double track.

Main-track signals are high signals mounted either on masts or overhead bridges. The home signals are Type G, with the three color units in a triangle arrangement, with a circular background 30 inches in diameter. These home signals are distinctly different from the intermediate signals which are Type D, with the color units in a vertical row, and with an oblong background. As a further distinction, the home signals have an "A" marker to designate them as absolute signals, and they have number plates. The intermediate signals also have number plates.

The new crossovers between main tracks are No. 16, designed for 30 m.p.h. diverging moves. When lined for such a diverging move, the home signal displays green-under-red aspect, and the signal in approach displays flashing-yellow.

Thus, an engineman has advance information that he can bring his train up to and through the crossover at the speed for which it was designed, i.e., 30 m.p.h. This saves train time, as compared with only a steady yellow aspect on the approach signal, which would require an engineman to reduce speed, prepared to stop.

Where single track leads to double track at Howardton, for example, there is a No. 20 equilateral turnout, so that half the divergency is each way. This reduces the curvature, so that freight trains can make such diverging moves at normal speeds up to 50 m.p.h. Accordingly, for a move through Howardton, with two or more blocks ahead clear, the home signal aspect is the high green, the same as for straight track.

This C.T.C. was planned and installed by Missouri Pacific forces, under the direction of the signal engineer. R. M. Spillman, assistant signal engineer, was in charge of the field construction forces. The major items of signal equipment were furnished by the General Railway Signal Company.

New Facilities

NP Plans $5-Million Yard At Pasco, Washington

An electrically operated hump-retarder yard will be built by the Northern Pacific at Pasco, Wash., where the NP's transcontinental line connects with the Spokane, Portland & Seattle. Preliminary phases of the project will get under way this spring and the entire project is scheduled for completion early in 1955.

NP President Robert S. Macfarlane has termed the Pasco project "the most important yard development ever undertaken by the Northern Pacific." Three connecting yards, totaling four miles in length and containing 50 miles of track, are to be constructed. Room for this expansion beyond present facilities has been provided through purchase of an 80-acre adjoining tract. Mr. Mcfarlane named two factors leading up to the decision to build the new yard:

(1) An anticipated steady increase in traffic from the nearby million-acre Columbia Basin irrigation project, and

(2) An already heavy interchange of cars destined to and from the Portland area and California points.

Equipment & Supplies

FREIGHT CARS

The **Canadian National** has announced orders for freight cars and work equipment to be used on its **Grand Trunk Western** and **Central Vermont** lines. The Pacific Car & Foundry Co. will build 100 50-ton steel-sheathed overhead-iced refrigerator cars for the GTW, and the Magor Car Corporation, one 50-ton air dump car for the CV. Approximate cost of the equipment is $1,587,000.

The **Missouri-Illinois** has ordered 100 45-ft. 70-ton covered hopper cars from its own shops. It is expected the cars will be built during the third quarter of 1954.

The **New York Central** has ordered 2,500 box cars from Despatch Shops, Inc. Delivery of the cars, of which 2,000 will be wood-lined and 500 will have perforated steel linings, is expected to be completed early next year.

MARINE

The **New York Central** has ordered 10 deck scows and 20 covered freight barges from Bethlehem Steel's Staten Island, N.Y., yards. Delivery of the scows is expected to be completed next June and delivery of the barges in August.

The **Jersey Central** has ordered one deck scow from the Staten Island, N.Y., yard of the Bethlehem Steel Company.

LOCOMOTIVES

2,110 Locomotive Units Installed in 1953

Class I railroads installed 2,110 new locomotive units in 1953, compared with 3,065 in 1952, the Association of American Railroads has announced. Installations last year included 2,091 diesel units and 15 steam and four gas turbine-electric locomotives, compared with 1952 installations of 3,038 diesel units and 19 steam, two electric and six gas turbine-electric locomotives.

December installations alone totaled 120 units, compared with 200 in December 1952.

On January 1, Class I railroads had on order 571 new locomotive units, including 546 diesel units and 10 electric and 15 gas turbine-electric locomotives, compared with 958 units on order one year earlier, which included 914 diesel units and 15 steam, 10 electric and 19 gas turbine-electric locomotives.

Financial

North American Holders Approve Finance Program

Stockholders of North American Car Corporation, at a special meeting in Chicago January 19, authorized new financing in the form of $11,000,000 of 4 per cent and 4½ per cent serial notes and $3,500,000 of 5 per cent convertible debentures. Both issues will be privately placed. The new money would permit the firm to refund all but $1,217,380 of its present indebtedness, to purchase new cars, and to rehabilitate and modernize older cars.

The debentures would be convertible into common shares of the company at $22.50 a share. To provide for conversion, and possible future needs, stockholders also approved an increase in the authorized number of common shares from 500,000 to 1,000,000. Of the amount obtained through placement of the notes, $3,787,500 would be available for the equipment program, to which would be added approximately $1,000,000, expected to be available from retained earnings and cash accumulated from non-cash charges to income, principally depreciation.

MP Trustee Gets Okay to Help Speed Reorganization

An order authorizing Guy A. Thompson, trustee, to make an active endeavor to speed the Missouri Pacific's reorganization, has been issued by Judge George H. Moore of the U. S. District Court in St. Louis.

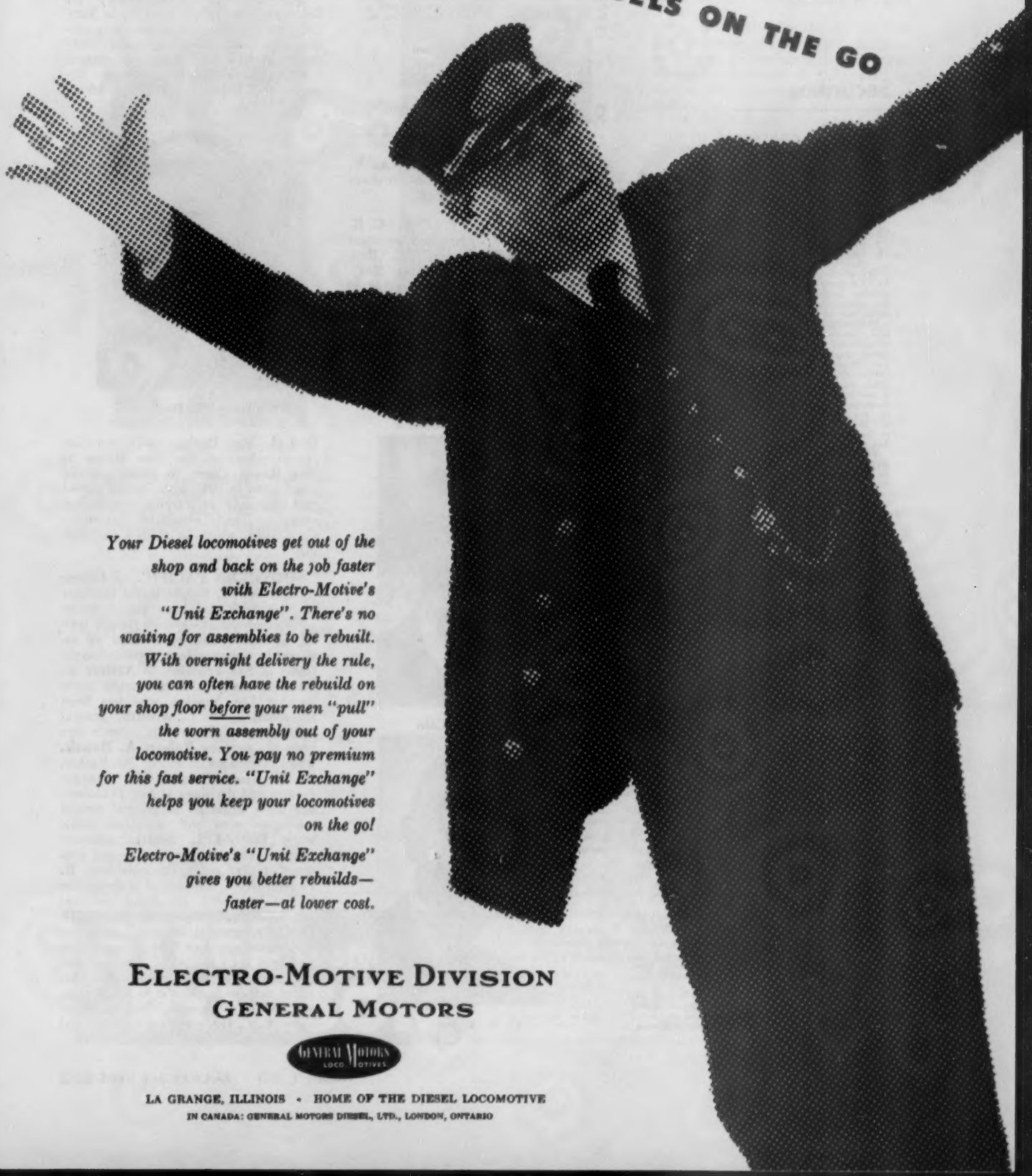
The order was issued shortly after Mr. Thompson presented to the court a motion that sought relaxation of restrictions which heretofore had prevented him from participating in matters having to do with a plan of reorganization. His motion pointed out that the reorganization has been in progress for more than 20 years; that "even the best plan long delayed works hardship upon creditors and security holders . . ."; and that "further delay is inevitable unless serious efforts are made to secure cooperation of parties in interest." He also pointed out that, since enactment of Section 77 of the Bankruptcy law by Congress in 1933, 61 roads have instituted proceedings under it. Of these, 34 have been successfully reorganized; 17 have discontinued proceedings; and 10 remain in the process of reorganization. Of these 10, the MP is the only major system.

In a letter which he circulated to all parties in interest after the order had been issued, Mr. Thompson said: "In view of the authority now formally granted me by the court's order, I am not only willing, but quite anxious to be of assistance to the parties, if possible, in composing differences and bringing reorganization proceedings to an early conclusion." He asked their consideration of an early general meeting.

Chicago, Aurora & Elgin.—*Sale of Right of Way.*—A circuit court jury has approved an award of $2,163,850 for sale of a three-mile segment of right of way starting at Laramie avenue, in Chicago, to Des Plaines avenue, in suburban Forest Park. The land will be acquired by the state of Illinois and Cook county for use in constructing the westernmost segment of the Congress Street superhighway. The Chicago Transit Authority is to purchase the tracks and other railroad equipment on the property for an additional $1 million. When the project is completed, a rapid transit line will be located in the highway median strip. It will be operated by the transit authority to replace the present Garfield Park elevated line, and may be used also by CA&E trains, which presently stop at a temporary terminal in Forest Park (*Railway Age*, August 10, 1953, page 12).

Seaboard Air Line.—*Lease of Tampa & Gulf Coast.*—Modification of the lease agreement under which this road operates the T&GC has been approved by Division 4 of the I.C.C.;

"UNIT EXCHANGE" KEEPS YOUR DIESELS ON THE GO



Your Diesel locomotives get out of the shop and back on the job faster with Electro-Motive's "Unit Exchange". There's no waiting for assemblies to be rebuilt. With overnight delivery the rule, you can often have the rebuild on your shop floor before your men "pull" the worn assembly out of your locomotive. You pay no premium for this fast service. "Unit Exchange" helps you keep your locomotives on the go!

Electro-Motive's "Unit Exchange" gives you better rebuilds—faster—at lower cost.

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS

GENERAL MOTORS LOCOMOTIVES

LA GRANGE, ILLINOIS • HOME OF THE DIESEL LOCOMOTIVE

IN CANADA: GENERAL MOTORS DIESEL, LTD., LONDON, ONTARIO

the existing lease has provided only for "nominal" rental, and deprived both roads of tax benefits arising from depreciation and amortization. The modification approved by Division 4 will provide for an increase in rental of approximately $113,000 a year. This will reduce Seaboard's annual income tax accruals by approximately $60,000. The T&GC is a wholly owned subsidiary of Seaboard.

Securities

Applications

NEW YORK, CHICAGO & ST. LOUIS.—To assume liability for $2,970,000 of equipment trust certificates, to finance in part 25 diesel units costing an estimated $3,737,171.

	Description and Builder	Estimated Unit Cost
23	1,600-hp. road-switchers (American Locomotive Company)	$149,409
2	1,600-hp. all-service locomotives (Baldwin-Lima-Hamilton Corporation)	149,129

The certificates, dated March 1, would mature in 15 annual installments of $198,000 each, beginning September 1, 1954. They would be sold by competitive bidding, with the interest rate to be set by such bids.

PANHANDLE & SANTA FE.—To execute a general income mortgage and to issue $20,984,000 of general income mortgage bonds. The new bonds would be delivered to the parent, Atchison, Topeka & Santa Fe to refund various bond issues which have matured. Dated as of July 1, 1953, the income bonds would bear interest at 6 per cent and would mature October 1, 1995. Aggregate value of property to be subjected to the proposed new mortgage amounts to $51,203,145, and the principal amount of bonds to be authorized under the issue would total $46,400,000.

PENNSYLVANIA.—To assume liability for $5,565,000 of series BB equipment trust certificates to finance in part equipment, listed below, which is expected to cost $7,020,000.

	Description and Builder	Estimated Unit Cost
11	1,600-hp. diesel road-switching units (American Locomotive Company)	$168,090
2	1,600-hp. road-switchers (Baldwin-Lima-Hamilton Corporation)	196,000
5	1,200-hp. switchers (Baldwin-Lima-Hamilton)	107,500
3	1,200-hp. switchers (Fairbanks, Morse & Co.)	107,500
6	1,200-hp. road-switchers (Baldwin-Lima-Hamilton)	123,865
5	1,000-hp. switchers (Alco)	108,000
1	2,400-hp. road-switcher (Baldwin-Lima-Hamilton)	225,820
300	Covered hopper cars (Pullman-Standard Car Manufacturing Company)	7,580
20	Box cars (Pullman-Standard)	6,800

The certificates, to be dated February 1, would mature in 15 annual installments of $351,000 each, beginning February 1, 1955. They would be sold by competitive bids, with interest rate to be set by such bids.

Security Price Averages

	Jan. 26	Prev. Week	Last Year
Average price of 20 representative railway stocks	61.52	60.32	69.60
Average price of 20 representative railway bonds	93.26	92.59	94.99

Dividends Declared

ATLANTIC COAST LINE.—$1.25, quarterly, payable March 12 to holders of record February 11.

CHICAGO, BURLINGTON & QUINCY.—$1.50, payable March 29 to holders of record March 19.

DALLAS RAILWAY & TERMINAL.—common, 35¢, quarterly; 7% preferred, $1.75, quarterly; both payable February 1 to holders of record January 20.

GREAT NORTHERN.—non-cum. preferred, $1, quarterly, payable March 18 to holders of record February 24.

ILLINOIS CENTRAL.—6% non-cum. preferred, $3, semiannual, payable March 1 to holders of record February 3, and $3, semiannual, payable September 1 to holders of record August 4.

LOUISVILLE & NASHVILLE.—$1, quarterly, payable March 12 to holders of record February 1.

NEW YORK, CHICAGO & ST. LOUIS.—common, 75¢, quarterly; 6% preferred, Class A, $1.50, quarterly; both payable April 1 to holders of record February 26.

NORTH CAROLINA.—7% guaranteed, $3.50, semiannual, payable February 1 to holders of record January 21, and $3.50, semiannual, payable August 1 to holders of record July 21.

SOUTHERN.—common, $1, extra, and 62½¢, quarterly; payable February 16 to holders of record February 5; 5% non-cum. preferred, 62½¢, quarterly. The quarterly common and preferred dividends are payable March 15 to holders of record February 15.

Railway Officers

ARMOUR CAR LINES.—**A. V. Nystrom,** general superintendent shops at Chicago, has resigned.

ATLANTIC COAST LINE.—**C. R. Lapeza** has been appointed assistant to president at Wilmington, N.C. (*Railway Age*, January 11, page 250). **R. F. Murphy** has been appointed assistant to general manager at Wilmington.

George Lee Cain, assistant to president has been appointed senior assistant to president at Wilmington. **Charles J. Cunningham, Jr.,** assistant cashier, has been appointed cashier, succeeding **Richard M. Floyd,** who has been named assistant to treasurer.

A. T. McAlister, trainmaster at Waycross, Ga., has been transferred to the Ocala district at Ocala, Fla., succeeding **B. B. Vaughn,** who transfers to the Waycross district. **D. M. Strickland** also has been named trainmaster at Waycross.

George Lee Cain

C. R. Lapeza

JERSEY CENTRAL.—**Harry W. Dorigan,** who joined the CNJ in June 1950 as executive assistant to president, has been elected vice-president—traffic, at New York, with jurisdiction over freight and passenger traffic departments. Before joining the Jersey Central, Mr. Dorigan was assistant vice-president of the New Haven at New Haven, Conn., to which post he was named in 1947, after having served that company in various accounting, operating and executive capacities since 1914, when he started railroading.

Harry W. Dorigan

SOUTHERN PACIFIC. — **Lester A. Brockwell,** freight traffic manager at New York, has been named assistant vice-president—system freight traffic, at San Francisco. Named as assistant to vice-president—system freight traffic at San Francisco is **Arthur G. Parker,** assistant freight traffic manager at Los Angeles, who has been succeeded by **V. L. Arenth,** general freight agent there. Mr. Arenth has been replaced by **Robert A. Houck,** who has been succeeded by Mr. Parker. **H. W. Klein,** freight traffic manager—rates and divisions at San Francisco, has been advanced to general freight manager—rates and divisions there, while **Harold L. Smith,** assistant freight traffic manager—rates and divisions at that point, succeeds him. **R. F. Robinson,** manager of merchandise traffic, has been appointed assistant general freight agent, while **C. D. Lafferty,** general industrial agent at San Francisco, has been promoted to manager of industrial development there. Named as general industrial agent at Los Angeles is **G. A. Erickson,** assistant general industrial agent there. **E. C. Ordway,** assistant general

Lester A. Brockwell

H. W. Klein

Arthur G. Parker

Harold L. Smith

freight agent at Portland, has been appointed general freight agent, succeeding **F. J. Zika,** who has been named assistant to freight traffic manager—rates and divisions at San Francisco. **H. E. Hinshaw,** assistant general freight agent at Portland, succeeds Mr. Ordway, while **Harry Fee,** district freight agent at Eugene, Ore., replaces Mr. Hinshaw. Mr. Fee has been succeeded by **G. W. Clark,** traveling freight agent. **F. M. Guerin,** district freight agent at Salem, Ore., has been named assistant district freight agent at Oakland, Cal., replacing **T. E. Hewitt,** who advances to general agent at Salt Lake City, while **A. T. Carlston,** traveling freight agent at Salem, succeeds Mr. Guerin. **Willard Barr,** district freight agent at San Francisco, becomes assistant to freight traffic manager, and has been succeeded by **C. E. Ward,** who transfers from Fresno, Cal.

Mr. Brockwell joined the SP in 1912 as freight clerk at Portland. After holding a number of traffic posts there, he went to San Francisco, serving, successively, as assistant general freight agent, assistant to freight traffic manager—rates and divisions, and, since 1943, freight traffic manager at New York.

Mr. Klein went to the SP in 1910 and advanced through such positions as general freight agent, freight traffic manager (Northern district) and assistant vice-president—system freight traffic.

Mr. Smith began his railway career with the Northwestern Pacific in 1907. He went to the SP in 1930 as chief of divisions, later becoming chief clerk, assistant general freight agent and finally assistant freight traffic manager—rates and divisions.

TEXAS & PACIFIC—Dr. John E. Hill has been appointed chief surgeon at Marshall, Tex., succeeding **Dr. Carl McCurdy,** retired.

TORONTO, HAMILTON & BUFFALO.—N. V. Back, engineer maintenance of way, has been promoted to chief engineer at Hamilton, Ont., succeeding **A. F. White,** who has retired after 41 years of service. Mr. Back was born at Philadelphia and was graduated from Pennsylvania State College (B.S. in C.E.). He was with the New York Central prior to joining the TH&B as engineer maintenance of way in December 1950.

OBITUARY

Everett Eugene Adams, 72, former vice-president of the **Union Pacific** and the **Pullman Company,** died January 18 in Hoag Memorial Hospital, Newport Beach, Cal., after a heart attack. He retired from the Pullman Company in 1945.

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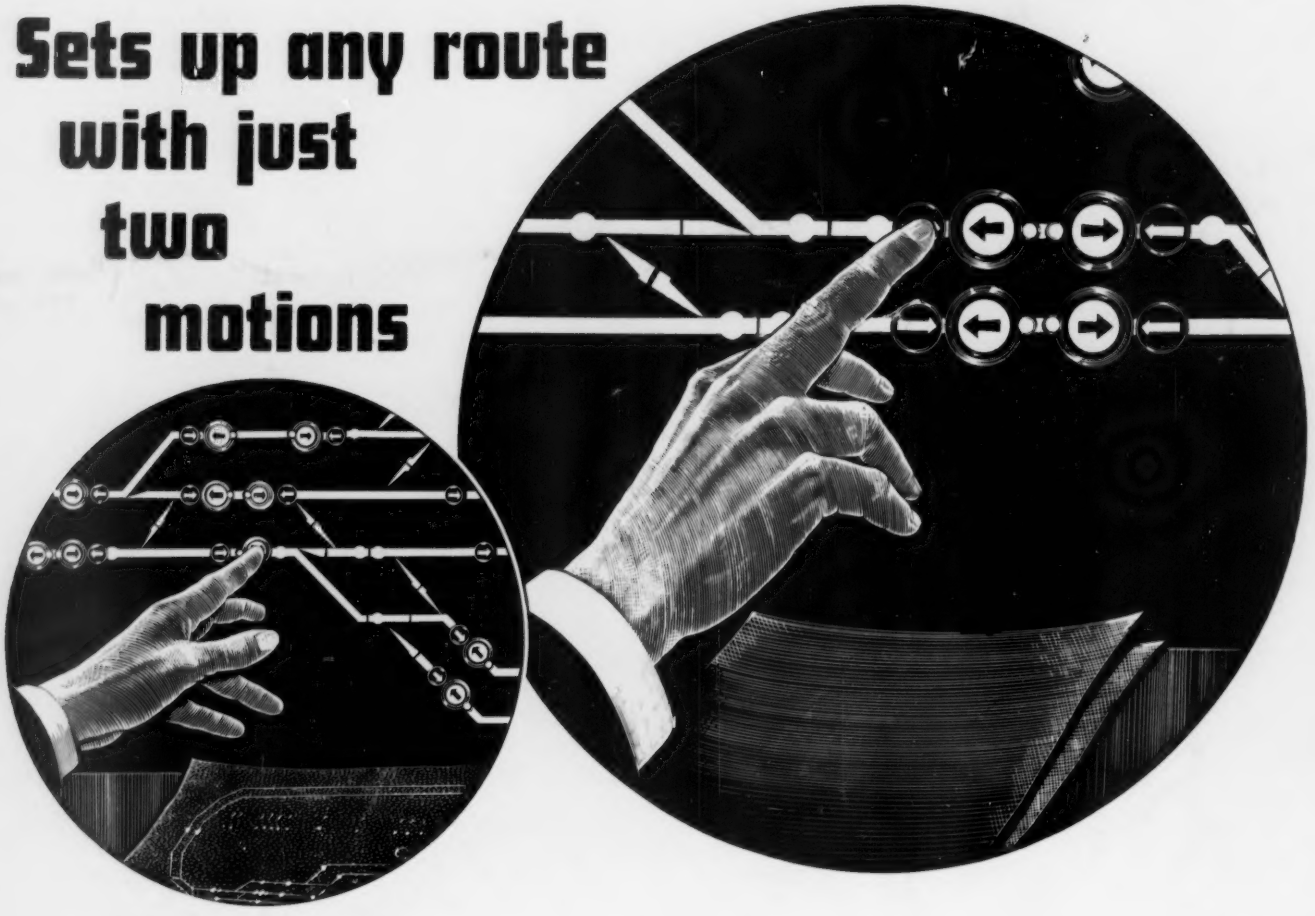

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